

GRAIN DEALERS JOURNAL

Published on the 1st of each month, except months in which it is published on the 15th of each month.

Vol. XXXIV. No. 9

Chicago, Ill., U. S. A., May 15, 1915.

PRICE \$1.50 PER YEAR
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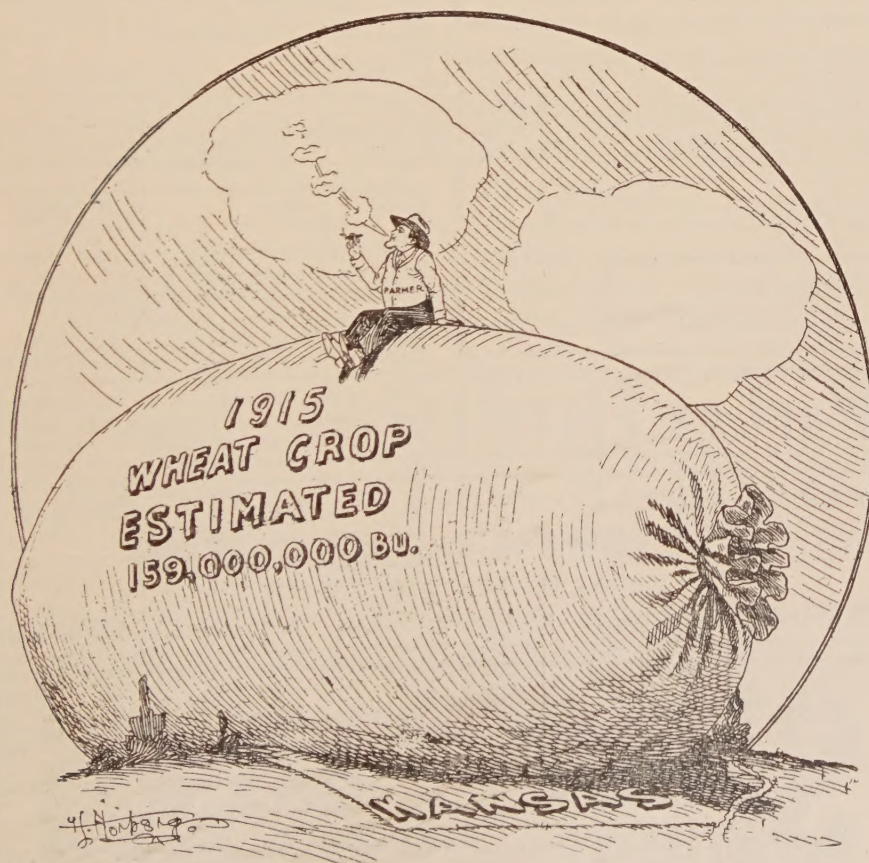
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GRAIN DEALERS JOURNAL, CHICAGO

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Will handle your consignments on regular
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GRAIN, HAY, STRAW and MILL-FEED
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Proprietor of Iron City Grain Elevator of reinforced concrete con-
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THAT Order for Futures—Toledo or Chicago.
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We make track bids and quote delivered prices.
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Keeping Customers is Our Business**W. G. PRESS & CO.**GRAIN, PROVISIONS, STOCKS
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Let us place your grain to arrive.**ROSENBAUM BROTHERS**
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CHI **AGO****O**UR Advertisers Are Helping Us to Improve Grain Trade Conditions.
SHOW YOUR APPRECIATION, Mention Grain Dealers Journal.

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Ship us that next car.**Send for our market letters.****82 Board of Trade****CHICAGO**

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GRAIN AND SEEDS
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CHICAGO

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SHIP IT ALL

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This company gives unexcelled service
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The Van Dusen-Harrington Co.

Business Founded 1852

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Grain Dealers Journal, 315 So. La Salle St., Chicago, Ill.

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Established 1865 J. S. LAPHAM & CO.

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BARLEY A SPECIALTY
Ship us your next car. Chamber of Commerce
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480 Commerce St. MILWAUKEE, WIS.
We also handle all grades of chicken feed wheat, feed
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Operating Private Elevator

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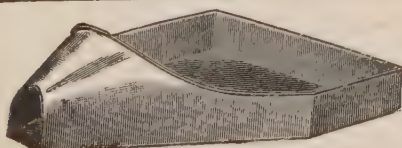
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GRAIN SAMPLE PAN For Examining Samples of
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Made of Aluminum, strong, light and well made
Will not Rust or Tarnish
Grain Size, 2½x12x16½" \$1.50 Seed Size, 1½x9x11" \$1.25
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Wants Correspondence with members of the
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Money advanced at 8% interest.

Wire us your offerings.

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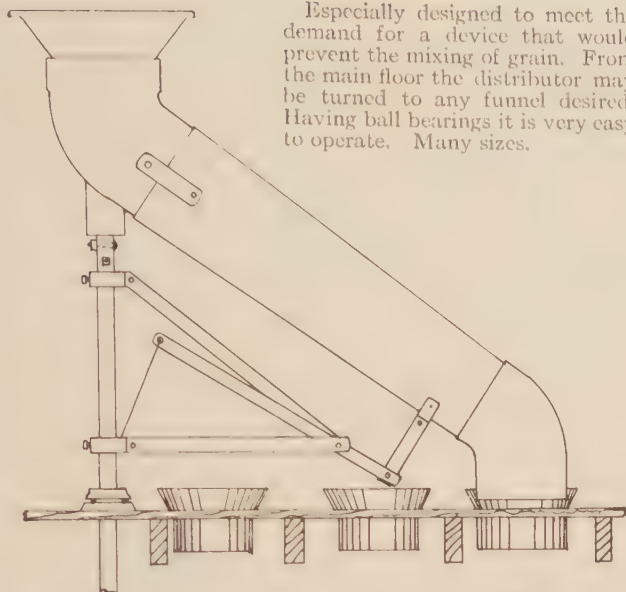
Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially
interesting. After you have read them, consider carefully whether you
are not better off with the twenty-four numbers of the Journal, on
your desk, or the dollar and fifty cents in your pocket.

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the interest of your mar-
ket at heart, support it
earnestly, help to adver-
tise it thoroughly and
above all do not convey
the impression that it is
an indifferent market by
giving it 30 cents worth
of advertising.

Complete Grain Elevator Equipment



Especially designed to meet the demand for a device that would prevent the mixing of grain. From the main floor the distributor may be turned to any funnel desired. Having ball bearings it is very easy to operate. Many sizes.



This machine is used for separating corn and cob from sheller and for recleaning shelled corn and oats. Provided with a wheat screen it may be used to clean wheat. The eccentrics are so constructed and balanced that vibration is reduced to a minimum. For efficiency in cleaning, this single machine has no equal. Wide choice in sizes. All bearings ring oiling.

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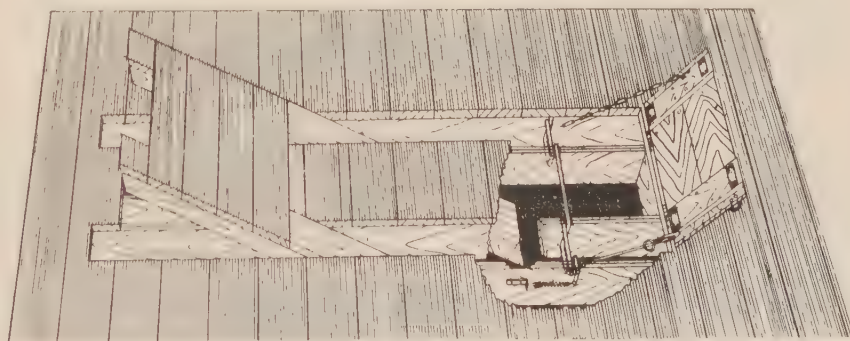
Hard to break—Easy to Repair
Always Satisfactory



Made right, runs right all the time and the results are always right. The shells are bolted on each side of the frame which makes it possible to replace but one-half the complete shell in case any adjustment or repair is necessary. This point is unique in the U. S., and is but one of the many.



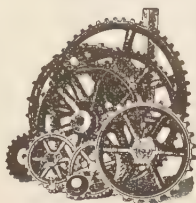
The safety manlift is ball bearing and consequently very easy to operate. The brakes, working independently, can always be kept in perfect working order by turning the adjusting set screw. The springs are made of the best material, and the sheaves are extra heavy. Safety is the keynote to every step in the construction of this manlift.



The Self-Locking Rail Dump catches and locks as team drives off. The door extends from outside of log to outside of log, this allows all grain to enter dump from wagon. Easy to operate, safe and durable.

You should have a copy of catalog Number 3, free for the asking, containing the complete line of Constant equipment and supplies.

B. S. CONSTANT MFG. CO., Bloomington
Illinois



SPROCKET WHEELS
Plain, Split or with Clutches



By comparison the best. Full line of
WAGON, HOPPER AND DUMP SCALES



PULLEYS
Cast Iron, Steel, Rim, Wood
Split, Friction Clutch



CUP BOLTS
All kinds



GRAIN TESTERS
All sizes



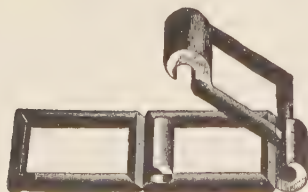
BELTING
Rubber and Leather



BOOT PANS
All sizes



SALEM CUPS



SPROCKET CHAIN
All sizes



CAST IRON BOOTS
Adjustable. All sizes.



LOADING SPOUTS
Best material. Made in any size.

LARGEST STOCK

Grain Elevator Machinery and Supplies

LOWEST PRICES

SHEAVE WHEELS
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PLAIN DUMP IRONS
EAR CORN FEEDERS
FEED MILLS
MAN LIFTS, ETC.

Get Our Prices on Gasoline Engines and
Automatic Scales Before Buying. We
Will Save You Money.

SPECIAL PRICES ON COMPLETE
ELEVATOR EQUIPMENT.

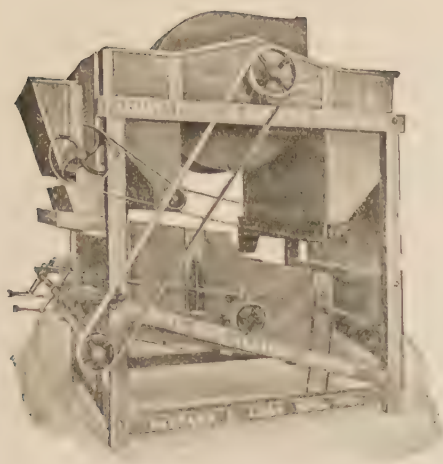
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Net Price Catalog?

Everything in the Elevator

CAN BE HAD FROM THE

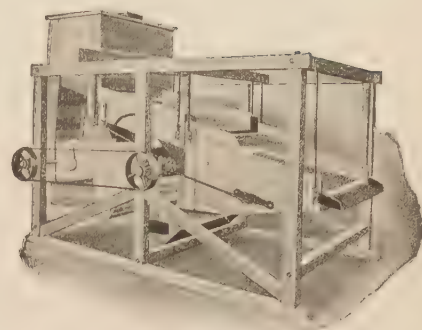
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OMAHA NEB.



Perfected Separator

Everything for Grain Elevators and Feed Mills



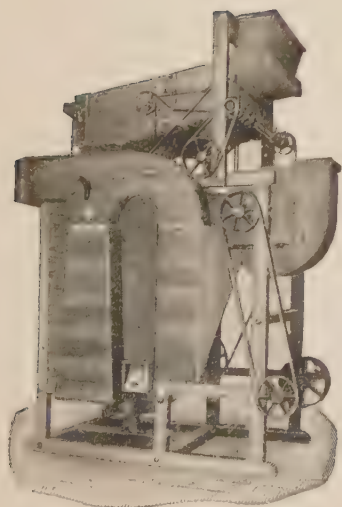
Corn Cleaner

For over 50 years we have been building this class of machinery and our line is known wherever grain is grown.

We made the first successful wheat separator, the first sieve corn cleaner, the first ball bearing feed mill, and in fact, have always been first to introduce anything of value.

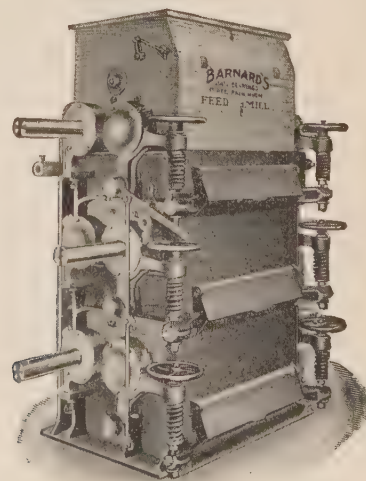
Our line includes Separators, Scourers and Oat Clippers of all kinds, a full line of Feed Mills and Corn Shellers and Cleaners, Packers, Grain Dryers, Dust Collectors and Power Connections and Supplies of all kinds.

Send for latest catalogue



Moline Upright Oat Clipper

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Ball Bearing Feed Mill

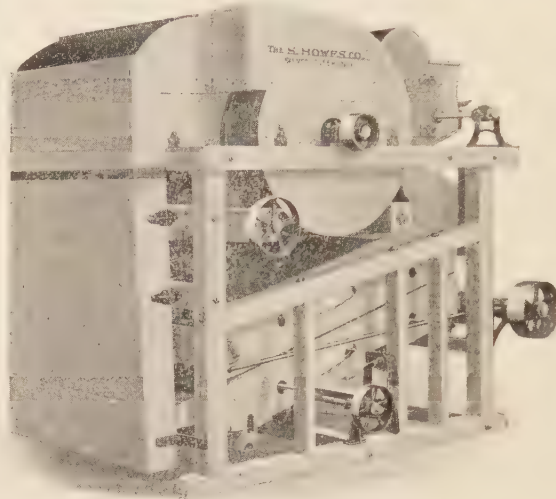
ONE GREAT FEATURE OF THE EUREKA

Perfect separation of screenings can be achieved **only** by a **strong** and **continuous** inrush of air—a rush of air that **never** fluctuates or “jumps”. Ours is the **only** method which insures a **steady** volume of air powerful enough to get **all** the dust, **all** the dirt and **all** the screenings **all** the time without wasting good grain.

“AN OUNCE OF RESULT
IS BETTER THAN A TON
OF THEORY.”

—Benj. Franklin

We ship a machine anywhere on approval. This shows that we have faith in what we sell. 30 days' trial in your plant will prove that our machine “delivers the goods.”



“FACTS—AND THE PROOF
THEREOF — ARE WHAT
BUSINESS MEN DEMAND.”

—Harriman

If you want to learn some interesting **facts** about grain cleaning drop a line to one of our traveling men, (the one nearest you). He'll call without expense.



REPRESENTATIVES

J. Q. Smythe
1034 W. 32d St., Indianapolis, Ind.
F. E. Dorsey
3850 Wabash Ave., Kansas City, Mo.
E. A. Pynch
311 3d Ave. S., Minneapolis, Minn.

Send for 250 page book, “Modern Grain Cleaning”. (free).

THE S. HOWES COMPANY
SILVER CREEK, N.Y.



REPRESENTATIVES

Wm. Watson
703 West Union Bldg., Chicago
Geo. S. Boss
Jefferson Hotel, Toledo, Ohio
W. M. Mentz, Sinks Grove, W. Va.

TRUCK SCALE For All PURPOSES

COMBINED TRUCK AND WEIGHING SCALE--Patent No. 833604



This cut showing an ordinary truck platform with a steel coal hopper attachment illustrates only one of the many uses to which this device is adapted. Bulk or bag grain, feed or package goods, are quickly weighed in or out of cars.

The latest device for serving you in the economical weighing of your goods is a combined truck and weighing scale which provides a hand truck which is readily adjusted to any position to accurately weigh its load and as readily moved to any position desired, where it is free and independent of the load and unaffected by the ordinary and usual purposes of a truck.

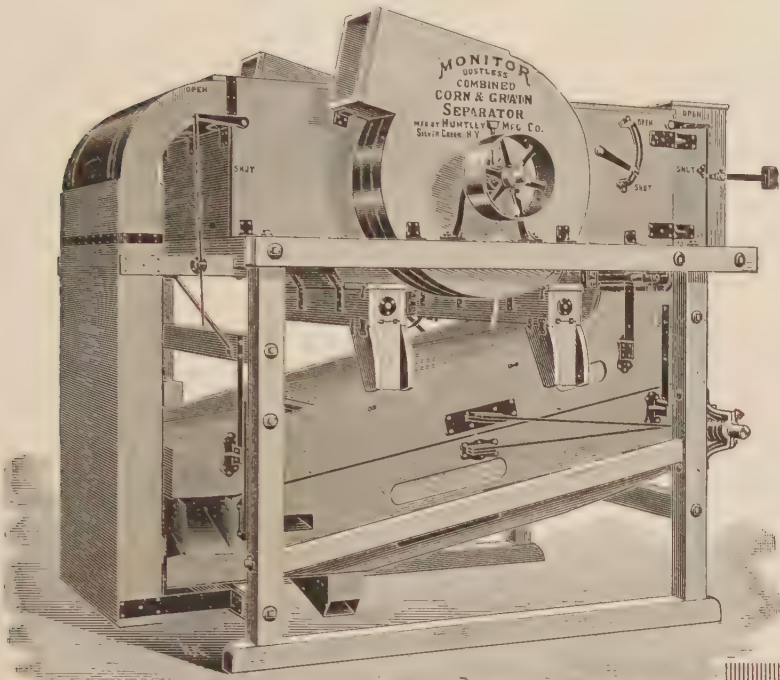
A further object is the providing of a truck scale with a weighing-scale having an independent frame to which the scale mechanism is attached, that is free from the attachment of the frame of the truck, and is therefore free from all injurious strain or expansion to which the frame of the truck may be subjected under ordinary use.

UNITED TRUCK-SCALE COMPANY

812 Great Northern Building,

CHICAGO, ILLINOIS

It saves buying 2 Cleaners



Why buy two Cleaners—if one will do? In hundreds of Elevators where varied lots of corn and grain are handled we have met the requirements for two cleaners—with one.

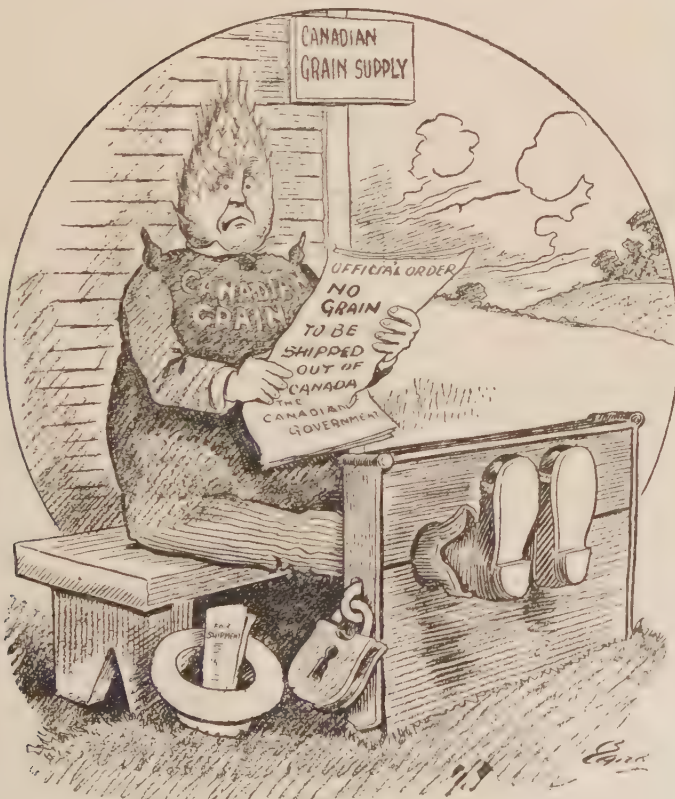
Monitor

"COMBINED" CORN AND GRAIN CLEANER

Always available for two kinds of cleaning—a change from one to the other by simply pulling a lever diverting the stream of grain from one set of screens to the other. If you handle corn and small grains this machine, in what it saves you, in time and worry, will pay you a handsome return on your investment. Being a "Monitor"—it naturally follows that it is superior in air and sieve cleaning work, simplified operations, dependable service, durability and—economy. Get posted now.

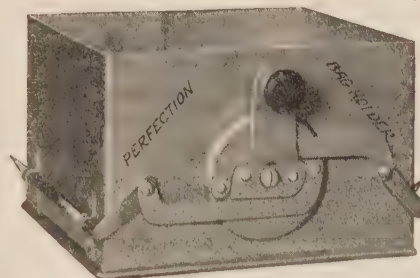
HUNTLEY MFG. CO., Silver Creek, N. Y.

In the Stocks.



From the Minneapolis Journal.

If You Sack Your Product



We Want
You To Try
For 10 Days
Free
a

PERFECTION BAG HOLDER

No more torn bags, torn hands and lost profits, from lifting heavy filled bags off the old style nails. Note the ease of operation and handling sacks on the Perfection. A turn of the lever is all that's necessary. A boy can do it.



Send for prices and particulars.

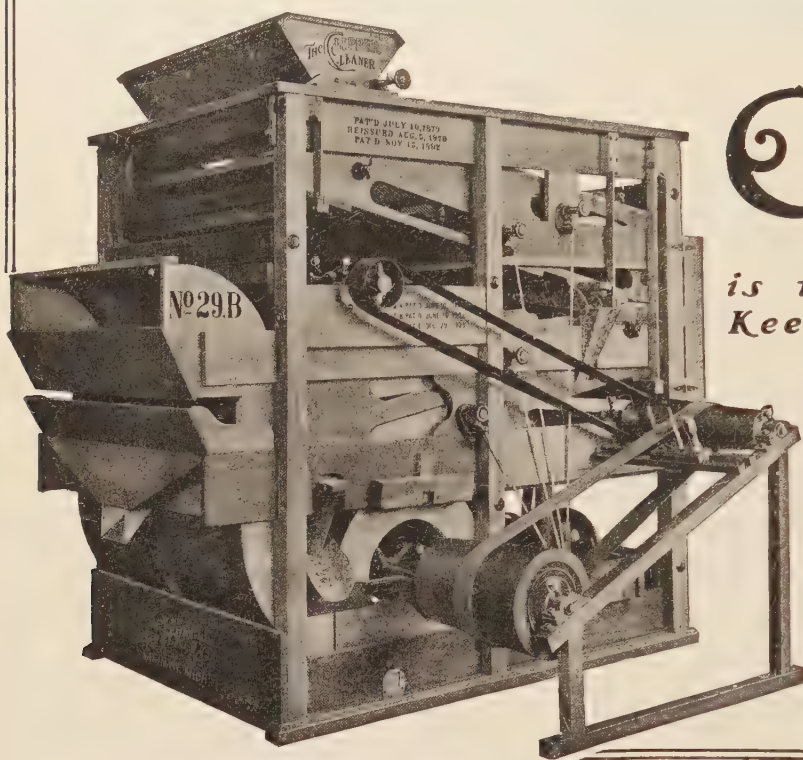
**ENTERPRISE
UTILITY MFG.
CO.**

705 Westn. Union Bldg.
CHICAGO

The Roller Bearing Traveling Brush Carrier Used on the

CLIPPER CLEANER

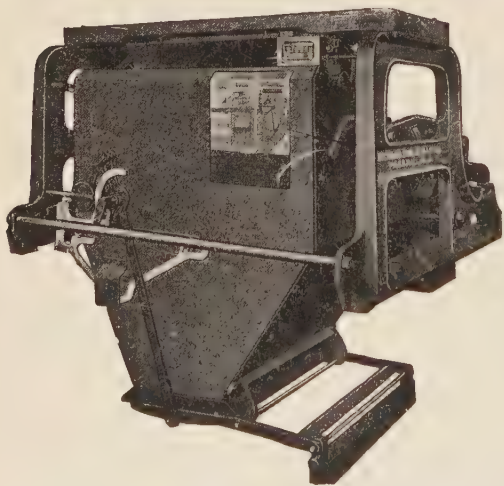
*is the only device that
Keeps the Screens Clean*



The No. 29 B. Seed and Grain Cleaner is unequalled for its fine work on Clover, Timothy and all fine seeds of this nature. Has four full length screens, with traveling brushes under each. Seed passes over each screen which means 4 distinct cleanings are given. Then the seed or grain is air weighed by a vertical blast governed by our special air controller. Plump grains are dropped back, and the lighter chaff and small grains are carried away. By all means investigate this machine. It should be your first step toward the purchase of a cleaner.

A. T. FERRELL & CO.
SAGINAW, W. S., MICH.

He Who Hesitates is Lost Order That RICHARDSON NOW



The most wonderful instrument in use for weighing grain today is the

RICHARDSON Automatic

With your guiding hand and controlling brain it will weigh your grain and record its passing as correctly as your bank keeps count of *your* cash.

This Applies to **YOU & YOUR** Condition
Don't Hesitate—Write Now

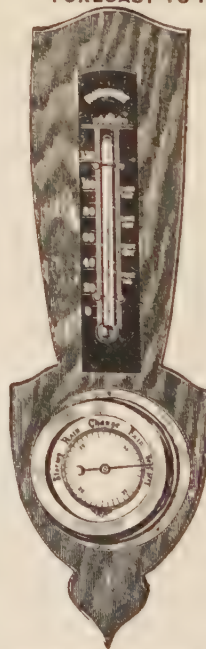
Richardson Scale Co.

1909 Republic Building, CHICAGO
532 State Bank Building, OMAHA, NEB.
Other Offices at Passaic, N. J., Buffalo, N. Y., Dallas, Texas, Atlanta, Ga., New York, N. Y.

818 W. Emporia Street, WICHITA, KAS.
413 So. 3rd Street, MINNEAPOLIS

WEATHER BUREAU

FORECAST 18 HOURS IN ADVANCE



A new instrument which combines an accurate thermometer and a reliable barometer.

Invaluable to the shipper and the farmer and to everybody who must be able to know in advance what the weather will be.

FORECASTS WEATHER WEATHEROMETER HOURS IN ADVANCE

Ideal for Summer Homes and Cottages, Automobilists and Travelers.

Formerly sold at \$3.00
NOW \$1 SEND US NO MONEY

Send your order and Weatherometer will be sent by Parcel Post, C. O. D. \$1 bill can be enclosed if you prefer.

Guaranteed to be Satisfactory.

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INSTRUMENT CO.
Dept. 50, 618 Mallers
Bldg., CHICAGO, ILL.

It is of Mutual Benefit to
Mention The JOURNAL
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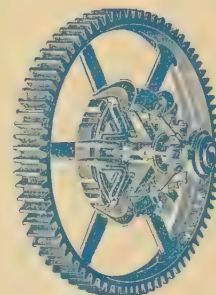
If you want
the best
that money
can buy
insist on

WELL ER-MADE

**ELEVATOR
SUPPLIES**

WELL ER-MADE

**TRANSMISSION
MACHINERY**



WELL ER-MADE

Machinery
The Trade
swears by
not at it



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10 W. Buchtel Ave.

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Garrett Building

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Illinois**

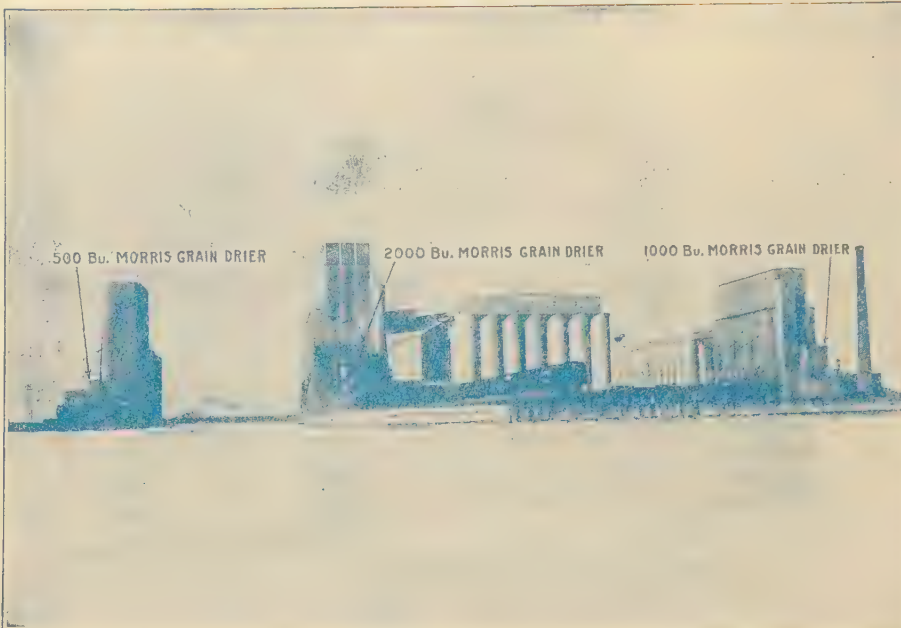
St. Louis
711 Railway Ex

Dallas
710 Main Street

San Francisco
315 Rialto Building



MORRIS GRAIN DRIERS



THREE OF A KIND

The Strong-Scott Mfg. Co.
MINNEAPOLIS, MINN.

The Strong-Scott Mfg. Co., Ltd.
WINNIPEG, CANADA

This illustration shows three
Morris Grain Driers

installed at Port Arthur,
Ontario.

One 500 bu. Drier in
Davidson-Smith Elevator.

One 2000 bu. Drier in
Government Elevator.

One 1000 bu. Drier in
Thunder Bay Elevator.

Morris Driers are being in-
stalled in a large majority
of the best and newest ele-
vators in the United States
and Canada.

Write us for list of users.

We build Driers for any
capacity desired.

Manufactured and sold by

The SIDNEY Line

offers you many suggestions
for your Spring Improvements

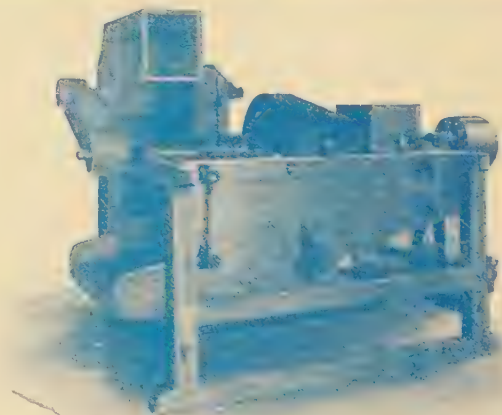
The SIDNEY Line of grain elevator equip-
ment saves you time, brings more business to
your elevator, and handles grain faster, bet-
ter and cheaper.

Receiving Separators, Corn and Grain Clean-
ers, Corn Shellers, Manlifts, Wagon Dumps,
Elevator Boots and Heads, Loading Spouts,
Power Transmission Machinery, etc.

Every Machine of the Sidney Line offers a perfect satisfaction of every want that it has
been designed and built to fulfill. Our
catalog gives the description. Our users
will verify their worth. Write today.



Sidney Sheller and Boot Combined



Sidney Combined Sheller and Cleaner

The Philip Smith Mfg. Co.

Sidney, Ohio

A complete stock of the SIDNEY Line is carried
at Kansas City, Mo.



FISH STORIES

Are Not Confined to Fishermen

They crop out every day in grain machinery claims made by manufacturers, but like "Fish Stories" must be taken with the usual grain of salt—

BEALL cleaners have no claims made for them that you can't rely on. You can take them straight, without salt, because they are merely statements of performance made in hundreds of cases. They will do your work better for less money for repairs, and do it longer than most cleaners on the market.

Get the facts—

Send for the price—and record of service delivered. Improve your house with the "Improvement Cleaner."

Beall Improvements Co.
Decatur, Illinois

TWO FANS WORKING
INDEPENDENTLY

SLOW SPEED

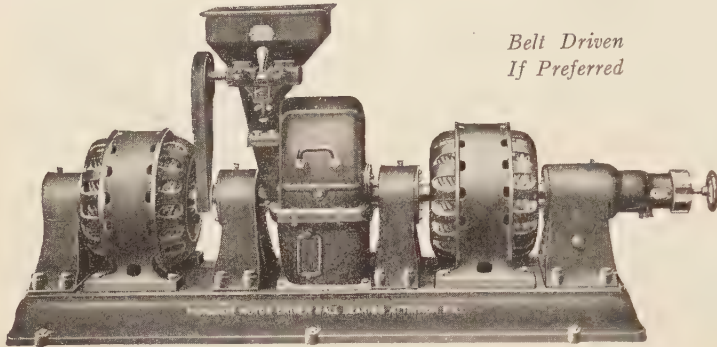
ROTATING MOTION

PERFECT BALANCE

SMALL HORSEPOWER

BIG CAPACITY

When It Comes to the Question of Economy In Feed Grinding,
We can prove to you conclusively, that your interests will best be served by
The MONARCH BALL-BEARING ATTRITION MILL



*Belt Driven
If Preferred*

The Mill that promotes economy whichever way you look at it.

It saves power, lubricant, labor and worry, requires no tramming, costs but little for upkeep, makes satisfied customers through uniform work and satisfied owners through maximum profits.

Write to-day for Catalog D-No. 115. It will be sent without cost or obligation.

Mill
Builders

Sprout, Waldron & Company

Milling
Engineers

Main Office and Works

Muncy, Pa.

P. O. Box No. 26

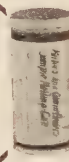
Chicago Office: No. 9 S. Clinton St.



**DON'T PAY TWO PRICES
for a Friction Clutch**
Some sizes as low as one dollar
per horse power. This clutch
will carry 25 to 50% overload.
Built any size 5 to 100 H.P.
Write today for FREE
BOOKLET.
Decatur Fdy., Furnace &
Machine Co., Dept. D, Decatur, Ind.

For Accurate Moisture Tests
use our Grain Dealers Air
Tight Cans for forwarding
your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.



Sample Envelopes
Non-Sifting

Designed especially for mailing samples
grain and seed. Specimens free.

TULLAR ENVELOPE CO.
39-45 Congress St., W., Detroit, Mich.

"Richardson Results"

Turn present losses into a HANDSOME PROFIT.

Mr. GRAIN MAN or MILLER it's up to you to INVESTIGATE.

100% per month is not so BAD? Can you BEAT IT? FOLLOW in the footsteps of the LEADERS. INVESTIGATE. Install a RICHARDSON OAT or SCREENINGS SEPARATOR. It costs you nothing. MAKE MONEY from our INVESTMENT.

SEND US a pound sample of your OATY wheat or SCREENINGS which we will separate over a miniature machine and return the results to you. AND A MACHINE, if you desire, on 30 days' trial, which WE GUARANTEE will produce the same RESULTS or better.

Get RIGHT with the profit side of your Ledger, HERE IS AN INSTANCE of the WISE man.

Denton, Tex., March 4, 1915.

Richardson Grain Separator Co., Minneapolis, Minn.

Gentlemen:—"After using your Oat Separator for about two years, we unhesitatingly endorse it as being all you claim for it. This machine has paid for itself TWENTY TIMES over since we have had it."

Yours very truly,

DENTON MILLING CO.

This is only one of the many letters we receive in unanimous endorsement of the worth of the RICHARDSON machines.

YOU cannot afford to be without a RICHARDSON. Get BUSY. DO IT NOW and be prepared for the coming season.

RICHARDSON GRAIN SEPARATOR CO.

15th Ave. S. E. & N. P. Tracks
Minneapolis Minnesota

HOTEL SKIRVIN

E. D. CUMMINGS, President

Headquarters for the

Annual Convention
Oklahoma Grain Dealers Ass'n
Oklahoma City, May 18-19

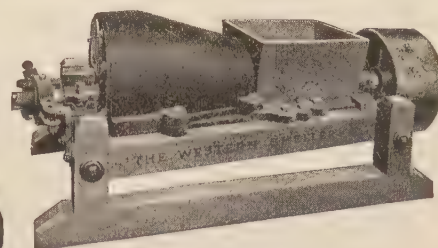
A warm welcome and the most satisfactory service is assured you if you stop at the "Southwest's Best."

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, **CRUSHERS**,
SHELLERS and **MILLS** **CONVEYORS**
and **ELEVATORS**, **CHAIN BELT** and
SPROCKET WHEELS, **OAT MEAL** and
PEARLED BARLEY MACHINERY,
HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

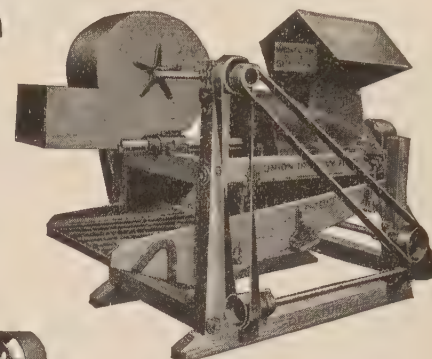
THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.



"Western" Sheller



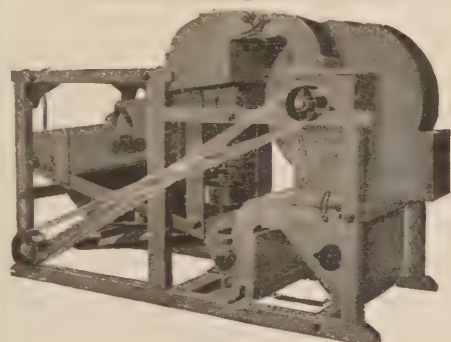
"Western" Pitless Sheller



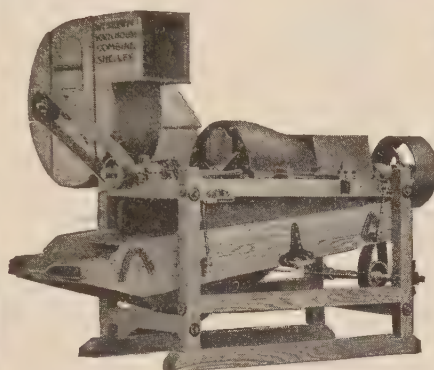
"Western" Mill Sheller



"Western" Rolling Screen Cleaner



"Western" Gyrating Cleaner



"Western" Warehouse Combined Sheller

There is one satisfaction when you install "Western" line machinery in your elevator, and that is—

No matter for what purpose you install the machine, that it is the best machine offered for a complete satisfaction of that purpose. "Western" machinery is the incorporation of over forty years of study and experience in the manufacture of elevator machinery for an utmost solution of every grain handling problem.

A "Western" machine for every grain man's need, and every grain man needs a "Western" machine.

Write for booklet "Everything from Pit to Cupola."

UNION IRON WORKS
DECATUR, ILL.

The Van Ness Safety Roller Bearing Manlift

Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.
Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

**R. M. Van Ness
Construction Company**

404-406 State Bank Bldg.,
OMAHA, NEB.

Branch Offices at
Fairbury, Neb. and Lincoln, Neb.



SUCCESS SAFETY MAN LIFT

ATTENTION,
ELEVATOR CONTRACTORS!

Write us for our Special
Proposition for 1913

DO IT NOW

HASTINGS

Foundry & Iron Works
HASTINGS NEBR.



Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price, or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



Use a "Knickerbocker Cyclone"

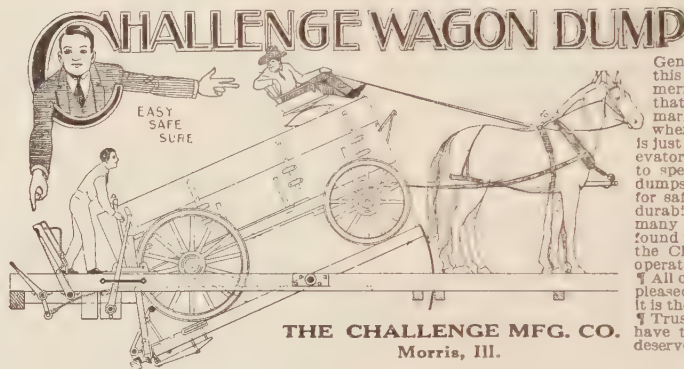
ON YOUR GRAIN CLEANERS.

Save the Dust—Sell It—Give
It Away—Burn It if You Have
to, But Don't Let It Settle
All Around Your Elevator.

If You Don't, Your Number Will
Ring Sure

The Knickerbocker Co.,

Jackson, Michigan



THE CHALLENGE MFG. CO.
Morris, Ill.

Manson, Ia., Feb. 22, '15.
THE CHALLENGE
MFG. CO., Morris, Ill.

Gentlemen: I am writing you at this time, to tell you of the merits of your dump, and to say that it is the only dump on the market, that is or comes anywhere near being a safety dump. It is just what I mean, and any elevator using a dump can not afford to spend their money on other dumps for this has them all skinned for safety, ease of operation, and durability. I have tried a good many different dumps but have found none that will compare with the Challenge, and any fool can operate it, for it is fool proof. All of the farmers are more than pleased with it, and they say that it is the last word in the dump line. Trusting that your company will have the success that your dump deserves. I am, yours truly,
A. HAKES

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.

Improve Your Dust Conditions

Reduce
ards and

Clark's All
Collectors

Highest

Reason
Price
Small

Adjustable

Fire Haz-
Explosions

Metal Dust
Will Do it

Efficiency

able in
Occupies
space

& Controllable

For Full
Particulars
Write



CLARK DUST COLLECTING CO.
Fisher Bldg. Chicago, Ill.



Gerber Spouting Has No Equal

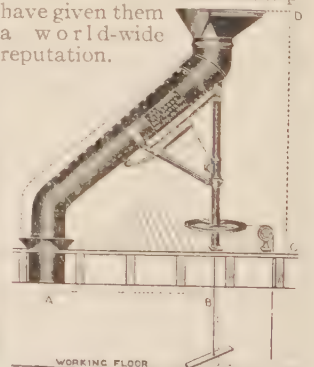


The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal.

Every spout guaranteed as represented.

The Latest Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

J. J. GERBER

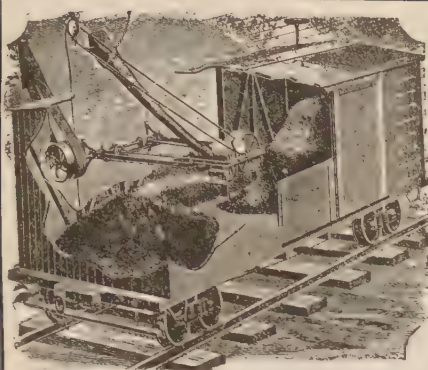
MINNEAPOLIS

MINNESOTA

TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; marginal index. Size 4 1/2 x 8 1/2 inches, 110 pages. Price \$1.00.

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.



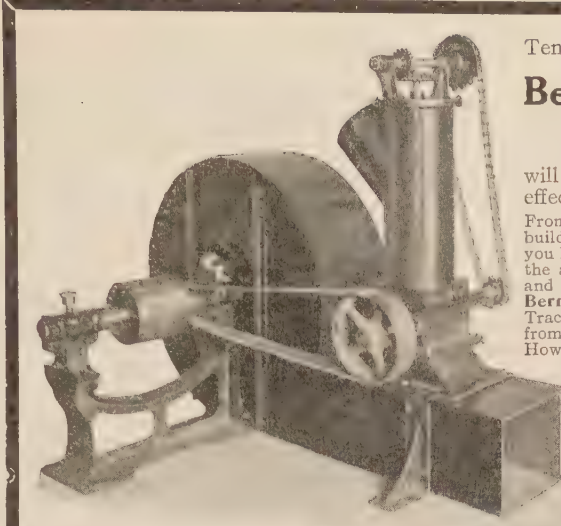
9,000 BUSHEL PER HOUR

is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

The Champion Car Loader

Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

E. BAUDER, STERLING, ILL.



Ten feet or several hundred the Bernert Pneumatic Conveyor

will load your car quick and effectual, no scooping whatever. From elevator to mill, from building to building, it stands superior. Let us tell you how much money you save, and what the additional profits are by installing and having your grain elevated by a Bernert Pneumatic Elevator. How our Track-Loader will handle your grain direct from the wagon box to car or warehouse. How our Boat-Trimner in a fraction of time will do the work better than could be done by hand. Our machines handle the material ahead of the fan, and we guarantee them not to injure any grain. For further information write today to the

Bernert Mfg. Co.
759 33rd St., Milwaukee, Wis.

Load Your Grain Faster—Easier—Better— No Need to Shovel Grain

March 26, 1915, Mount Gilead, Ohio: "Find enclosed check for No. 4 King Car Loader. Have just installed and tested loader and it certainly works fine. No need to shovel a bit of grain in car. Wagner Brothers."



We manufacture 12 different styles of loaders to meet every condition, including the new Boss Air Blast Loader (Price only \$95), which will load grain even though your elevator is 30 feet away from the track. No need to build high elevators just to get gravity loading. Get our catalogs today showing car loaders from 900 to 4000-Bushel an Hour capacity. It will pay you.

Maroa Manufacturing Co., Dept. G, Maroa, Illinois

All Up-to-Date Elevators Use

The EMBLEHART FLEXIBLE SPOUT HOLDER and CAR LOADER

Saves dockage, time, labor, health and money. Hundreds now in use in 20 states.

Lowest prices on Flexible Spouting, Car Liners, Grain Testers, Richardson Separators and Cleaners, Corn Sieves, and Brown-Duval Moisture Testers, Electric Motors for Power and Light, Belting Cups and all supplies.

Write for our prices.

L. E. TAYLOR & CO.
316 Flour Exchange
Minneapolis, Minn.



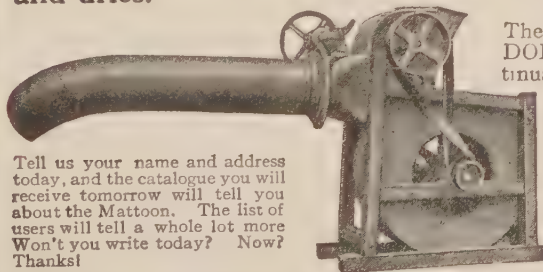
Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net bushels, Price, Dollars and Cents. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

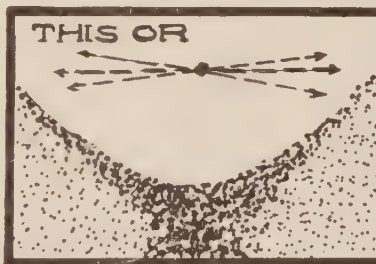
A Mattoon Car Loader

not only fills the largest car to full capacity, but actually betters the quality of your grain.

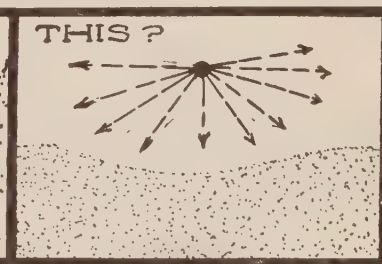
This combined grain cleaner and pneumatic car loader cleans, cools and dries.



Tell us your name and address today, and the catalogue you will receive tomorrow will tell you about the Mattoon. The list of users will tell a whole lot more. Won't you write today? Now? Thanks!



Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.



Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.

The grain is blown out, not forced out by revolving fans, hence the Mattoon DOES NOT MILL OR CRACK THE GRAIN. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grains. A Mattoon prevents the depositing of dirt, chaff small pieces of grain in the center of the car, as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

The Mattoon is perfect in principle, practical in design, automatic in action, durable in construction, simple and easy in operation, and requires no attention after starting.

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

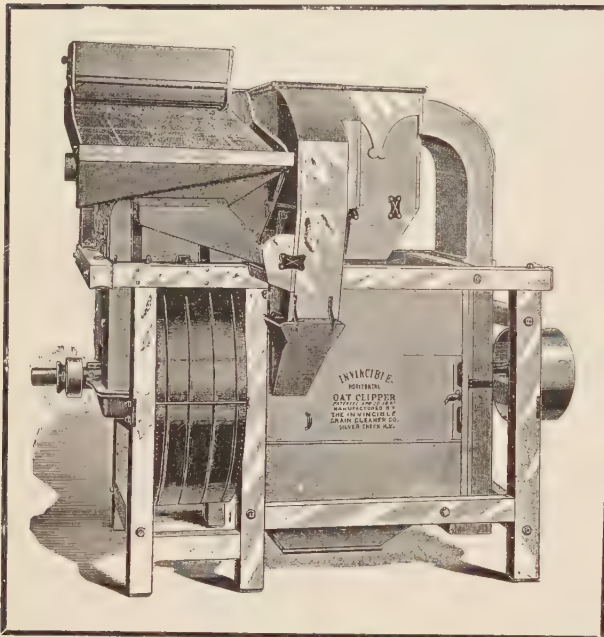
Your Elevator's Wants Are Supplied in These Columns

IT IS TO YOUR INTEREST TO LET US QUOTE YOU PRICES ON

ELEVATOR MACHINERY AND SUPPLIES

We carry the most complete stock in
Western Canada and can ship promptly

The Strong-Scott Mfg. Co., Ltd.
WINNIPEG, CANADA

**Where Do Your Oat Profits Go?**

Poorly clipped oats which do not grade up to the best, command poor prices—while it costs just as much to buy and operate an inferior oat clipper. Isn't that so? An

INVINCIBLE OAT CLIPPER

will give you three extra profits:

- 1st—It does perfect work and enables you to secure top prices for your product.
- 2nd—It stops waste of good oats and at the same time removes the light oats and foul material and dust.
- 3rd—It has the greatest capacity for work of any oat clipper, therefore it reduces overhead cost on all work.

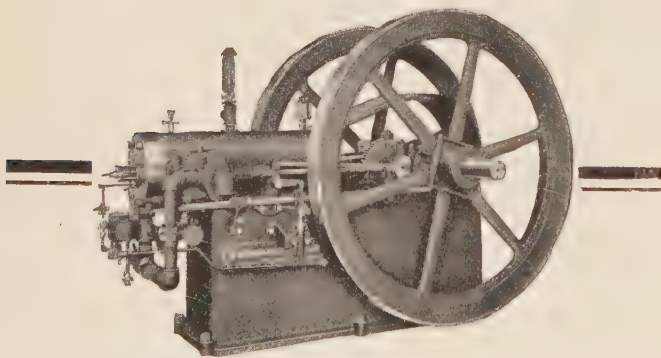
This is the machine you want if you are keen on increasing your profits. Made in 10 sizes, capacity 60 to 1,500 bushels per hour.

Write for prices and full details on the size you need. Machines shipped to responsible parties on 30 days' trial.

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in your elevator cuts out delays in unloading—and increases your patronage by saving time for the farmer. The Fairbanks-Morse Oil Engine starts at a few seconds' notice—reduces operating costs because it runs reliably on low-priced oils.

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No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book. Price \$1.00.

Grain Dealers Journal

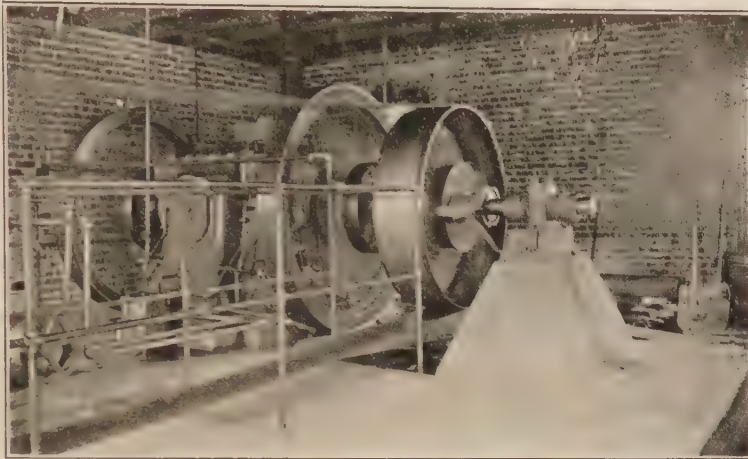
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"THE MUNCIE" Oil Engine

**Operates Successfully on Low Grade Fuel or Crude Oil.
The Ideal Power for Mills and Elevators.**



60 H. P. Type C Muncie Operating Plant, Oregon Milling and Warehouse Co.

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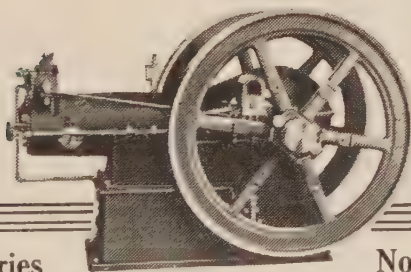
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We can make prompt shipments from stock or build new engines to your specifications.

A big stock of spare parts and accessories is a mere detail of OTTO service.

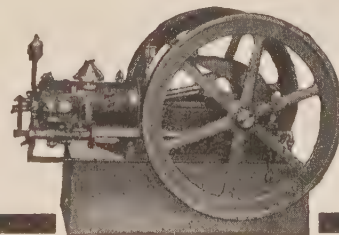
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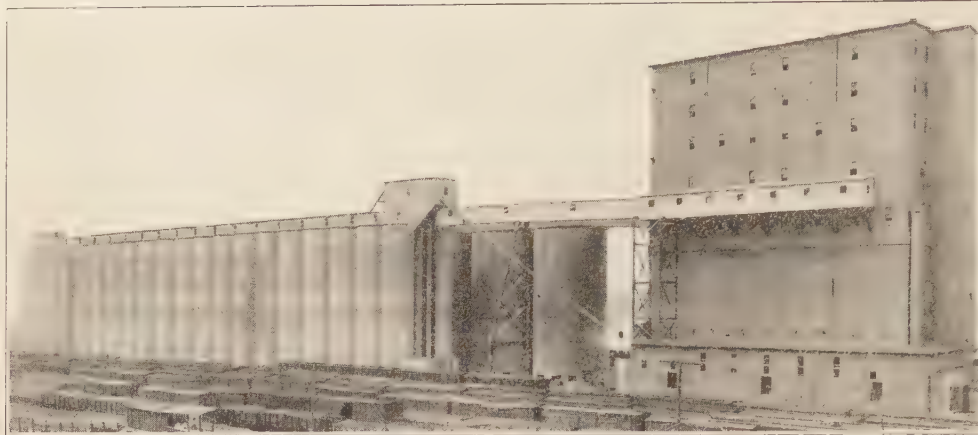
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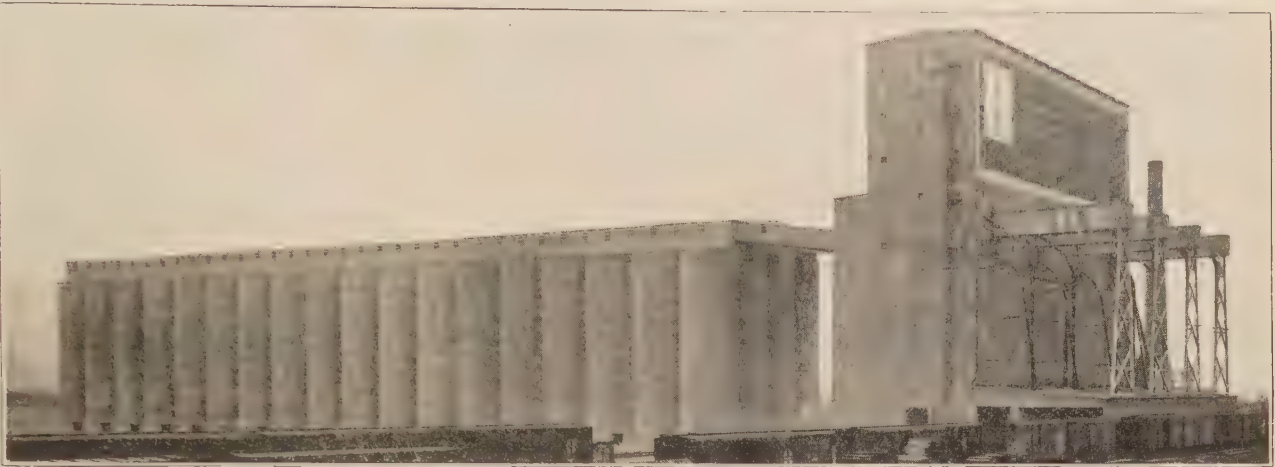
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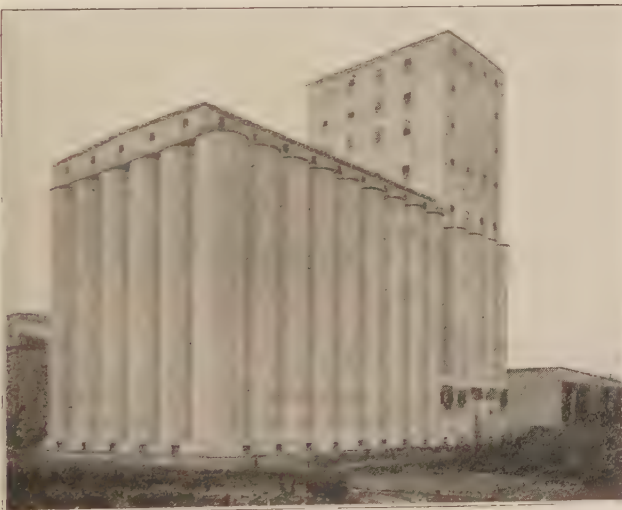
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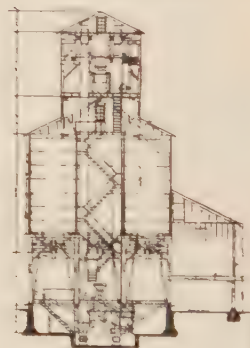
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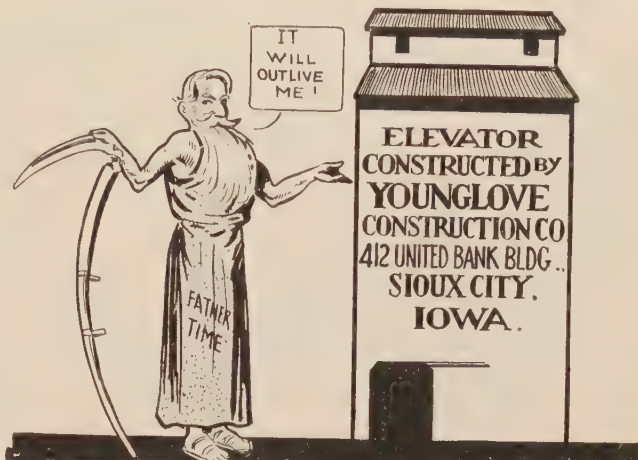
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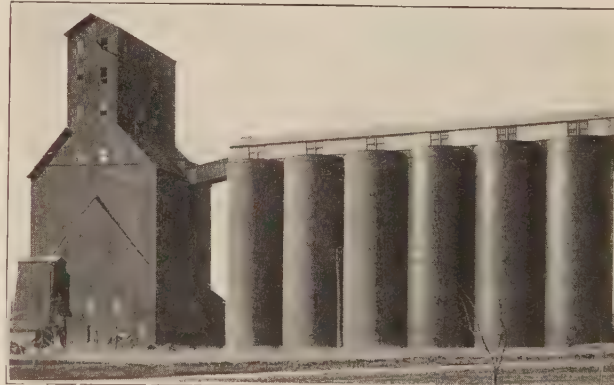
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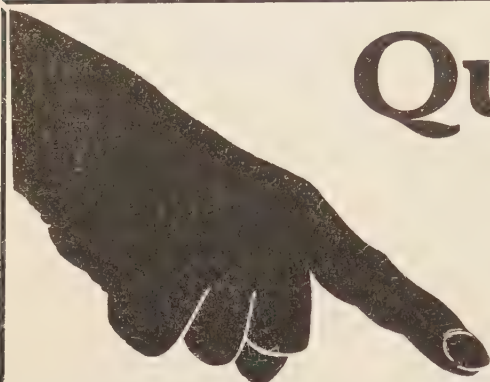
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Want Ad.

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315 S. La Salle Street Chicago, Ill.

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At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

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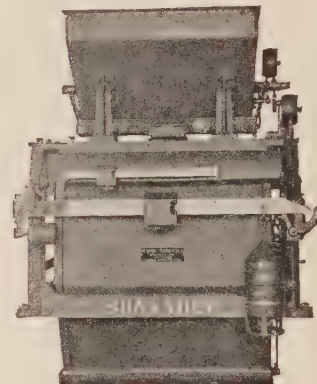
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Form 23 is an Indexed Journal, keeps a record of 10,000
wagon loads. Each man's loads are entered on his page.
It keeps a record of scale weights. From it both debits and
credits are posted to ledger, crediting the customer with
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In using this book the dealer minimizes the chance of
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The book is ruled with column headings as follows:
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To use rubber belting which deteriorates from the moment of leaving the factory, causing ply separation?

REXALL belting is scientifically constructed so that the plies cannot separate, and we employ nothing of the nature of rubber to deteriorate.

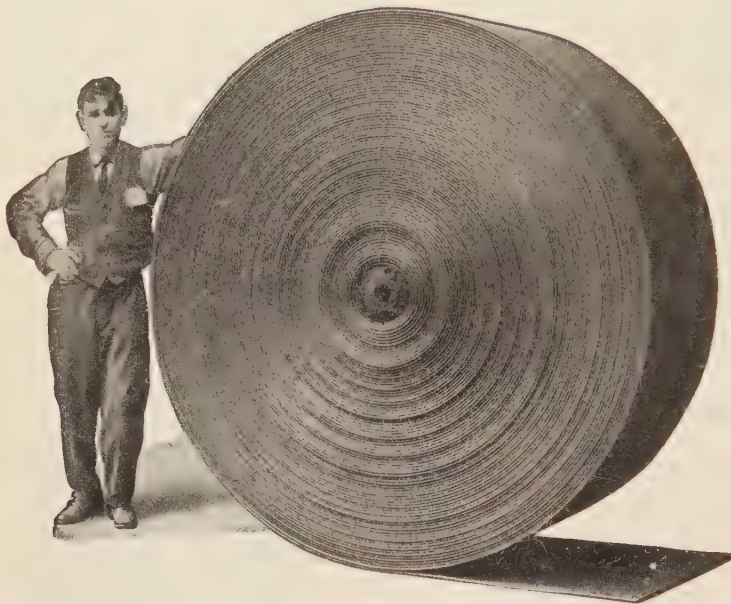
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It's small but strong.
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Prevents bursting of Cylinder, accumulating of lime in the water Jacket, over heating of Engine, saves Fuel, oil and trouble.

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elevates double the amount of grain of any other leg with the same size buckets, saves time and expense, costs less to install, operate and maintain. It works constantly and never chokes or "back-legs."

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The Busy Season

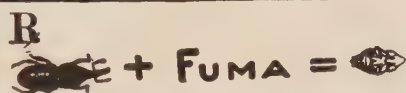
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OKLAHOMA—Two modern elevators for sale, located in the best grain territory in Oklahoma. Finest prospects we have ever had. Attractive price for quick sale. Address H. W. F. Box 8, Grain Dealers Journal, Chicago, Ill.

SOUTHEAST KANSAS elevator for sale. 30,000 bu. capacity. At best gateway in state; fine surrounding country with good prospects. Over two hundred cars handled through this house since last July. Local receipts fifty thousand bushels. This elevator will be sold worth the money part time. Address Coal Box 8, Grain Dealers Journal, Chicago.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

OHIO elevator in a splendid territory and a good trade in Grain, Coal, Tile, Seeds, Flour, feeds, etc., Steam Power, Modern Machinery and up to date in every respect. Capacity 35,000 bu. Splendid R. R. accommodations. Will sell on easy terms or trade for a good farm. I am retiring from the business. Write Paris, Box 7, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator 35,000 bu. cap. within 50 miles of Chicago in small town doing fine grain and coal business for sale, or will exchange for an elevator tributary to Champaign, Ill. This is a good proposition as the plant is in splendid repairs and conditions right. Address James M. Maguire, Campus, Ill.

OKLAHOMA CITY, OKLA.—Terminal elevator for sale or rent, with large storage capacity. Equipped with 100-ton track scale, 50-ton hopper scale, wagon and platform scales, corn sheller, clipper, cleaner and feed rolls. Motive power; 125-H.P., one 20-H.P., one 15-H.P., one 7-H.P. electric motors. One 40-H.P. boiler to operate Hess Dryer.

This elevator is on private property with trackage on both sides and has free switching to four trunk lines.

Will make favorable terms and accept good land in part payment.

Address J. C. Pearson, Marshall, Okla.

ELEVATORS FOR SALE.

MINNESOTA elvtr. Write H. F., Box 5, Grain Dealers Journal, Chicago, Ill.

KANSAS—A line of elevators in the Kansas Wheat Belt for sale; retiring. Address War Box 8, Grain Dealers Journal, Chicago, Ill.

KANSAS 10,000 bu. cap. Fine Grain section. Will exchange for good stock farm in S. E. Kansas or N. E. Okla. S. A. Box 9, Grain Dealers Journal, Chicago.

CENTRAL OKLAHOMA—10M bu. grain elevator for sale; complete plant; fine prospects for crop. Write World Box 8, Grain Dealers Journal, Chicago, Ill.

OHIO—Large country elevator. New mchy. Electric power. Feed grinder. On 2 roads. Easy terms. Bargain. Write Sparta, Box 9, Grain Dealers Journal, Chicago.

ILLINOIS—25,000 bushel elevator in good running order, for sale; also grain house 30x60, in good repair. Will be sold cheap if sold soon. Munson & Company, Macomb, Ill.

WISCONSIN elevator for sale; 60,000 bu. capacity. Electric power. On C. & N. W. Ry., Appleton, Wis. A high grade profitable business for the right man. Address Western Elevator Co., Winona, Minn.

ILLINOIS—For Sale or trade for farm, one thirty-thousand bushel capacity elevator with an extra good side line that is a winner. I will trade this for a good farm in Illinois or Indiana. Address P. O. Box 521, Milford, Ill.

IF YOU WANT to sell your elevator, insert an advertisement in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

MINNESOTA—Grain elevator for sale in a good Western Minnesota town; elevator in good first-class condition; all hopper bottom bins and can be bought at a bargain. Write or apply in person to Wm. F. Converse, care Hallet & Carey Co., Chamber of Commerce, Minneapolis, Minn.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators, thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

IOWA BROKERAGE CO., Des Moines, Ia., have for sale 30 elevators owned by one of largest line houses in the country. Some genuine bargains in this lot. Write at once for particulars.

ELEVATORS for sale from \$3,000 to \$25,000. Let me know how much you wish to invest in a plant and I will try and satisfy you. Have a nice line to select from and good, honest propositions that are money makers. Address James M. Maguire, Campus, Ill.

CASH if you want to sell your elevator or other property, any kind, anywhere for cash, write us. We bring buyers and sellers together regardless of distance. Buyers located free. Established 1893. Northwestern Business Agency, Minneapolis, Minn.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WILL TRADE North Dakota land for Elevator in Central Illinois. Write C. E. F., Box 8, Grain Dealers Journal, Chicago.

WANTED—Central Illinois or Indiana elevator, handling 150,000 bu. or more. Give full particulars and price. Address J. W. Moberley & Sons, Windsor, Ill.

WILL TRADE land southwest from Beach, N. Dak. for good paying elevators in Dakotas. Give full particulars first letter. Address Box 222, Beach, N. Dak.

WANTED TO BUY a good elevator in Minnesota, Western Iowa or South Dakota. James H. Glow, No. 2710 Pleasant Ave., Minneapolis, Minn.

IMPROVED 160 acres in Hand Co. So. Dakota for sale or trade for elevator a house and lot or smaller farm; for price and particulars write E. J. Matteson, St. Peter, Minn.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

ELEVATOR WANTED in the corn belt of Ohio, handling 100 cars grain annually with side line business in coal, flour and feed. State construction and capacity of elevator with price in first letter. Do not answer unless location will bear inspection. Cash buyer, wanting elevator to operate, and not speculator. Address F. J. Rinehart, Uniopolis, Ohio.

MILLS FOR SALE.

60-BBL. mill; Wolf Machinery. Price \$10,000 for quick sale; \$3,000 cash. Balance in three payments at 6% interest. F. F. Milling Co., Temvik, N. Dak.

WISCONSIN mill for sale, or will trade a nice 50-barrel steam roller mill and 10,000 bushel elevator located on railroad and in good running order. Address Opportunity, Box 9, Grain Dealers Journal, Chicago, Ill.

50 BBL. flour mill in good town for sale. 2 R. R. Running every day; good business; built in 1913; 1st class order. Nordike & Marmon make. Wm. B. Baker, Box 182, Shirley, Ind., for particulars.

FOR SALE—43 acres land and water, 10 of water; large stables; cider mill fully equipped; cider cellar; tank house; large mill equipped with latest and best mchy.; auxiliary power plant; two dwellings; also grist mill; good water power. Must be sold to close estate. Property of Red Hook Milling Co., Red Hook, N. Y. Write Wm. H. Montgomery, Red Hook, N. Y.

BUSINESS OPPORTUNITIES.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

PUBLIC SALE of realty and personalty. By mutual agreement on May 20, 1915, at 10:00 a. m., we will offer for sale 50-bbl. steam roller mill, saw mill, four sided planer, resaw, warehouse, stock scales, blacksmith shop, dwelling house, lot and small tenant house; all necessary mchy. in mill; Fairbanks Scales. Would consider a private sale. Jewell & Taylor, Owners, Auburn, Tenn.

SITUATIONS WANTED.

MANAGER wants position. Write Spring Box 9, Grain Dealers Journal, Chicago.

WANT position as Grain Buyer. 15 years experience. Can handle side line. Write B. N. Box 8, Grain Dealers Journal, Chicago, Ill.

MANAGER with 15 yrs. experience. Can give good reference. North Dakota Montana or Canada. Good habits. Write Box 152, Hamler, O.

POSITION WANTED as manager or 2nd man of grain business; best of references; 5 years' experience. B. W., Box 9, Grain Dealers Journal, Chicago, Ill.

GRAIN BUYER—Wants position; now employed but will change Jan. 1st. References. Desire place in Ia., Minn. or Daks. J. R. Clough, Carlyle, S. Dak.

MANAGER wants position with Farmers Company. Have had eight years' experience in the business. State all particulars in first letter. Address E. A. D., Box 9, Grain Dealers Journal, Chicago.

POSITION WANTED as bookkeeper or manager of country elevator; 8 years' experience and can furnish best of references. Expert mechanic. Address F. F. Current, 232 W. McClure, St. Kewanee, Ill.

MANAGER wants position with elevator company. Experienced in grain, feed, coal and feed grinding. Three years' experience. Good references. Position in Wisconsin preferred. Mark Hopewell, Oakfield, Wis.

WANTED a position as solicitor with some good reliable Chicago grain company to travel in eastern S. Dak., Western Minn., and Northern Iowa. 15 years' experience in the grain business; best of references. Address Clare, Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED at once by young married man; Illinois preferred. He has had several years' experience, that proved him very able and valuable handling grain, implements, livestock, etc. Good salesman also. Used to Wheat, Corn and Oats. Write to Box 177, Champaign, Ill., for full particulars.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

PARTNER WANTED with \$2,500 to take half interest in wholesale and retail feed mill in Ohio. Prefer man with some experience in elevator and bookkeeping. Write Line, Box 9, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED MILL MAN with capital enough to buy half interest and manage a first class Corn Mill of 3,000 bu. per day capacity. Excellent proposition for the right party, as the owner has the best reasons for selling. This mill is in tip top condition and running full capacity. J. Albert Smith, 2202 College Ave., Indianapolis, Indiana.

ENGINES FOR SALE.

FOR SALE—60-h.p. Murray Corliss Engine and Boiler; 20 K. W. D. C. Dynamo, almost new. S. G. Hunter, Albia, Ia.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

HELP WANTED.

MANAGER wanted for Farmers Cooperative Elevator Co., Sanborn, Minn. Must be experienced. State salary when applying.

WANTED—Experienced man as agent to operate grain elevator and lumber yard. German preferred. State age, experience, salary expected in first letter. Independent Grain & Lumber Co., Mason City, Iowa.

WANTED experienced man to operate grain elevator in Central Illinois. Must be able to handle steam engine. Give references and salary expected in first letter. Write Farmer, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—Experienced grain man to represent us in northwestern Ohio. Prefer someone who resides in that territory and is acquainted both with the grain dealers and hay shippers. Give experience. The Grimes-Stritmatter Grain Co., Portsmouth, O.

SCALES FOR SALE.

FOR SALE—One Standard, truss lever 200 bu. hopper scale; good condition, for \$25.00. W. D. Rapp & Son, Sabina, O.

TWENTY Fairbanks Scale Test Weights in good condition for sale. Correct Seal. D. M. Orcutt, 2219 Sixth Avenue, Council Bluffs, Iowa.

FOR SALE—Standard Pittsburgh, 20 ton scale, 7x14 ft. Platform in good condition. Highest offer taken. Reply to E. Rutishauser, 523 No. Halsted St., Chicago, Ill.

FOR SALE—One Terre Haute Track Scale, 36', capacity 70 tons, full capacity on the beam, with 12 tall dead rail stands, \$50. Richardson Scale Co., 1900 Republic Bldg., Chicago, Ill.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

GRAIN SCALES FOR SALE.

R. R. Track Scale. Fairbanks. Nearly new. Platform 42' 6".
Recording Beam. Capacity 140,000 lbs. Warehouse floor scale. Root & Case. Platform 6'x8'.

Single Beam. Capacity 12,000 lbs. Warehouse floor scale. Root & Case. Platform 5' 6"x6'.

Single Beam. Capacity 4,000 lbs. Pratt & Whitney One Bushel Automatic Wheat Scale.

Pratt & Whitney Half-Bushel Automatic Wheat Scale.

C. H. DEMPWOLF, York, Pa.

DYNAMOS—MOTORS

10 H. P. direct current, 220 volt, electric motor for sale; excellent condition. \$50. Farmers Elevator Company, Yorkville, Ill.

WE WANT a 7 to 10 Horse Direct Current 600 Volt, about 1000 Rev. per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

ELECTRIC MOTOR for sale — 20-h.p. Westinghouse, 220 volt, 25 cycle, now running; fine condition. Starting box included. \$185. H. K. Greenman, Room 1260, 53 W. Jackson Blvd., Chicago, Ill.

DYNAMOS—MOTORS FOR SALE.

WRITE US for prices on any motor you need.

We are also motor repair experts.
We do repairs quickly and correctly.
We guarantee all repair work done by us.
Send your work to us, we will treat you right.

Northwestern Electric Co.,
611-15 W. Adams St. Chicago, Ill.

MACHINES FOR SALE.

GOOD MACHINERY for 60-bbl. flour mill. F. H. Willis, Enfield, Ill.

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

FOR SALE—6 roll 9x18 Noye Mill, \$75, and 30-h.p. Westinghouse Motor, \$175. Ackelson & Champney, Oberlin, Ohio.

FOR SALE—One New Superior No. 4 Cleaner in good order; will sell cheap. Farmers Union Mercantile Co., Almont, No. Dak.

FOR SALE at reasonable price, Mattoon Car Loader; new; never used. Space would not permit installation. For further particulars apply to J. E. Stock, Berger, Mo.

FOR SALE—Oat Clipper, capacity 1,000 bushels per hour; Eureka New Improved (No. 323); The S. Howes & Co., Silver Creek, N. Y., manufacturer. Now in use and in good working condition. Address The Goemann Grain Co., Mansfield, Ohio.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elevator, etc. Satisfaction guaranteed. Write for Prices at Once.

George J. Noth,
9 South Clinton St., Chicago, Ill.

96% EFFICIENCY IN CRACKING CORN.

Our Method—We have devised a new method for making cracked corn which will give you 96% efficiency and at the same time give you a product that is even and unexcelled in quality. In fact, we steel cut every kernel of corn instead of grinding them, which eliminates the fine or undesirable product to 4 per cent. Our method is not only for corn but is adapted for Wheat, Rye, Barley, Rice, Peas, Kaffir Corn, etc., also cutting the grains to any degree of fineness desired.

By using our special corrugation we increase your capacity 25% more than at present, with 20% less power and give you a finished product superior in every detail.

It pays for itself—Taking into consideration the power saved, the increase in capacity afforded, the extra quality in product made, and finally the elimination of almost all of fine material created under the old way (which sells for less than cracked corn) means that our method will pay for itself in a short time.

Under the old way, a cracked corn separator is necessary, but with our method for general work, this machine is not required.

The results already stated will save you money on each bushel of corn, also the extra quality of product your customers receive will please them to the end of satisfaction, which will mean more sales, larger sales and finally greater profits; taking this into consideration no wide awake, energetic feed mill operator should lose any time in investigating our method. Write for information at once stating the kind of mill you now use for cracking corn.

Samples of cracked corn made by our method will be sent to any one upon request.

B. F. GUMP CO.,
431 to 437 So. Clinton St.
Flour Mill and Elevator Machinery.
Chicago, Illinois.

SEEDS FOR SALE—WANTED

GRAIN WANTED.

WE ARE in the market for choice White Red Cob Corn. L. D. King, Covington, Ky.

WANTED heavy, bright Montana oats and Barley. Lewis Grain Co. Chamber of Commerce, Buffalo, N. Y.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

PROPOSALS.

Proposals for wood, forage, etc.—Department Quartermaster's Office, 556 Federal Building, Chicago, Ill., April 16, 1915. Sealed proposals will be received here until 11:00 A. M., Central Time, May 17, 1915, for furnishing wood, forage, mineral oil, etc., at posts in Central Department, during fiscal year commencing July 1, 1915. Information furnished upon application.

OCTOBER CLOVER Lows are generally made in April. Hazard is with the seller, owing to danger to growing crop. Investments during April have proved profitable in former years. Write for booklet giving comparative prices. Inquiries and correspondence welcomed.

SOUTHWORTH & CO.

Produce Exch. Bldg., TOLEDO, OHIO

L. Teweles Seed Co.
Grass and Field Seeds

MILWAUKEE - - WISCONSIN

BUYERS and SELLERS

Medium, Alsike,
White, Alfalfa,
Clover, Timothy,
Grasses, etc.

Mail Samples. Ask for Prices.

Milwaukee Seed Co.
Milwaukee, Wis.



Put Your Name

where everyone identified with the grain trade will see it and keep it there.

THAT IS IN THE

Grain Dealers Journal
OF CHICAGO

SEEDS WANTED.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue, John Lytle & Sons, Ltd., Belfast, Ireland.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio

AUTOMOBILES.

AUTOMOBILE BARGAIN.

FIVE-PASSENGER touring car, with room for two additional seats; 4-cylinder, 50-H.P. Palmer & Singer 1912 model. Run 3,700 miles. Cost \$3,850. Will sell for \$1,500.00 f. o. b. Chicago. Address B.B.B., Box 7, Grain Dealers Journal, Chicago, Ill.

Western Seed & Irrigation Co.

Seed Growers and Dealers

Specialties:

SELECT SWEET, FLINT AND DENT
SEED CORN

Fremont,

Neb.

THE ILLINOIS SEED CO.
CHICAGO, ILL.

WE BUY AND SELL

FIELD SEEDS

Ask for Prices. Mail Samples for Bids.

RUDY-PATRICK SEED CO.

ALFALFA, MILLET AND CANE

KANSAS CITY

MISSOURI

**A SEED DEPARTMENT
WILL ADD TO YOUR PROFITS**

Buy well ahead from actual wholesale seed growers to receive lowest prices on highest quality.

Write today to

KELWAYS, LANGPORT, ENGLAND

Fostoria Grain Co.

SACKED GRAIN A SPECIALTY

Wire for prices

Ship any line

FOSTORIA, OHIO

Have 10,000 Bu. CHICKEN FEED WHEAT on hand
Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

SEEDS FOR SALE.

SUDAN SEED—Wholesale seedmen. Address Weaver Bros., Lubbock, Texas.

I HAVE best grade Timothy, 99.5 pure, 93 germination; also 100% germ. Rustler and Minn. No. 13 Seed Corn. J. W. Beckman, Cokato, Minn.

BROOM CORN SEED—I have about 100 bags fancy quality improved evergreen broom corn seed; best I have ever raised. Ask for samples. C. W. Harris, Seed Grower, Mattoon, Ill.

ADDRESS WANTED.

WANT address of H. D. LeFevre, formerly of Nebraska City, Neb. Write W., Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED to know the present address of Thos. Laughlin, formerly of Humphrey, Okla. Address Jones, Box 3, Grain Dealers Journal, Chicago, Ill.

IF YOU know where E. H. Cramer of the Cramer Construction Company, formerly at Hampton, Nebr., is located, please communicate with D. L. T., Box 7, Grain Dealers Journal, Chicago, Ill.

IF YOU know the present address of R. C. Stone, formerly of St. Louis and also Springfield, Mo., kindly communicate with Graves, Box 9, Grain Dealers Journal, Chicago, Ill.

**NUNGESSER-DICKINSON
SEED CO.**

NEW YORK, N. Y.

EXPORTERS AND IMPORTERS

GRASS and CLOVER SEEDS

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

GERMAN MILLET is our specialty. Can supply you with carlots or less. Samples on request. D. H. Clark, Galt, Mo.

THOMASSON-MORRISON GRAIN CO., Chattanooga, Tenn.

Headquarters for Southern Cow peas and Soy beans. Write us for prices.

SUDAN GRASS—Reliable Seed. Wholesale quantities. Advise quantity you can use for immediate delivery. Can fill straight car orders uniform seed. C. Ulery, Lubbock, Texas.

SUDAN GRASS SEED direct from the grower. Guaranteed pure and reliable. Cleanest, heaviest, purest sudan grown in America. \$15.00 per hundred. Reference: Citizens National Bank, Plainview. C. E. White Seed Co., Plainview, Tex.

SEED CODE WANTED.

COPIES American Seed Trade Code wanted. State condition and price. Address W. B. G., Box 2, Grain Dealers Journal, Chicago, Ill.

Alsike—Cowpeas

Direct from Farmer

In position to offer you attractive prices. Germination given with each sample, gratis.

Castleman & Co., Culver, Ind.

SEEDS FOR SALE.

SHELLED MAIZE & CANE SEED for sale. Write Huggins Grain & Coal Company, Paducah, Texas.

FOR SALE—Parties wanting Sudan grass seed communicate with Lubbock Grain & Coal Co., Lubbock, Texas.

COWPEAS, Soy Beans, Clover and Millet for sale, direct from grower. Write B. I. Holser & Co., Walkerton, Ind.

SCREENINGS WANTED.

WANTED—Green Pea Screenings or broken Green Peas. Send sample and price. Buffalo Cereal Co., Buffalo, New York.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kafir Corn. Write or wire for prices.

HENRY LICHTIG & CO., Kansas City, Mo.

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

NOD-O-GEN for Cowpeas and Soy Beans FREE

Your trade in cowpeas and soy beans is not as large as it should be, because farmers are not growing enough of them. They can be grown successfully in this latitude; you don't hear of one failure in a hundred.

We're willing to help you increase this business, and make a little extra seed profit.

Write us for particulars about Nod-o-gen, Free with "Pine Tree" brand Cowpeas and Soy Beans.

Do you get our weekly price list?

THE ALBERT DICKINSON COMPANY, Seed Merchants, CHICAGO

IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL
LA SALLE ST., CHICAGO.

Modern Methods

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep posted on modern methods of elevator management, I wish to receive the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator

Post Office.....

bus.

State.....

Directory

Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Bros. Co., The, wholesale seeds.

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.
Scarlett & Co., Wm. G., whse. seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., grass and fld. seeds.
Rudy-Patrick Seed Co., wholesale seeds.

LANGPORT, ENGLAND.

Kelway & Son, wholesale seed growers.

LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.
Ross Seed Co., field seeds, exporters.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Teweles & Co., L., grass and field seeds.

NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., who., exp. & imp.
Radwauer, I. L., field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.
ST. JOSEPH, MO.

Mitchell Bros., grass and field seeds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

COWPEAS

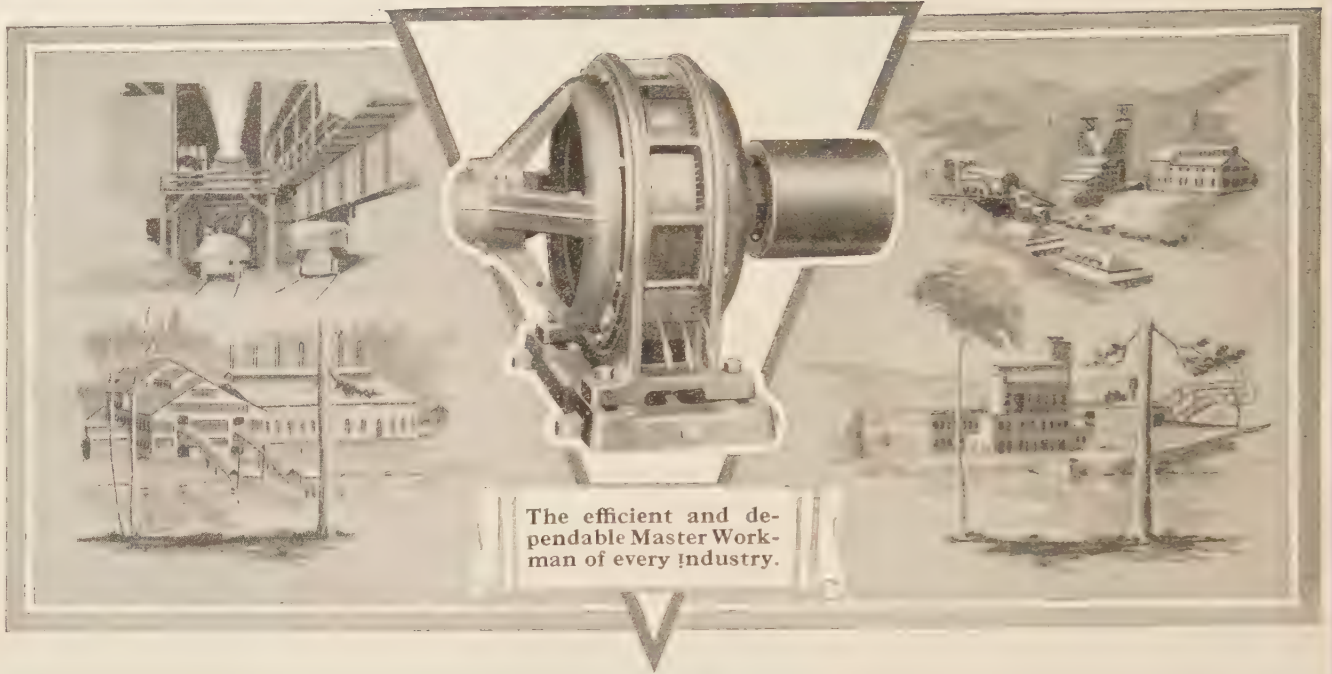
All varieties, any quantity.

Write for samples and prices.

Geo. B. Matthews & Sons

412-430 So. Front St.

New Orleans, La.



Industry's Master Workman

Efficiency and dependability are required of every industry's master workman. Whether he be called Foreman, Master Mechanic, Master Patternmaker, Master Brick-maker, Head Miller or Mine Boss, he must effectively change orders into product.

Efficiency and dependability are built into G-E motors, which are used to turn the wheels of industry the world over. Wherever used, G-E motors are effectively changing electrical into mechanical power—truly they are the master workers of every industry.

The General Electric Company has a motor for every power requirement, a control equipment for every motor, and skilled engineers to properly combine and apply them.

General Electric Company

Atlanta, Ga.
Baltimore, Md.
Birmingham, Ala.
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Buffalo, N. Y.
Butte, Mont.
Charleston, W. Va.
Charlotte, N. C.
Chattanooga, Tenn.
Chicago, Ill.
Cincinnati, Ohio

Cleveland, Ohio
Columbus, Ohio
Dayton, Ohio
Denver, Colo.
Des Moines, Iowa
Detroit, Mich.
(Office of Agent)
Duluth, Minn.
Elmira, N. Y.
Erie, Pa.
Fort Wayne, Ind.

General Office: Schenectady, N. Y. ADDRESS NEAREST OFFICE

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GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES

To United States, Canada and Mexico, semi-monthly, one year, \$1.50; one copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.50.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, MAY 10, 1915

A BIRD'S NEST in the eaves of an Illinois elevator proved an inviting resting place for a locomotive spark recently, and the elevator was soon in ruins.

MORE CONCRETE grain storage will be erected this year than any previous three years, showing conclusively that elevator men everywhere are recognizing the advantage of using fireproof material in constructing grain storehouses.

PAINTING IS now being indulged by many elevator owners, and some of them are wasting expensive labor in applying several coats of that "just as good" stuff, which cracks and peels off before the summer is over, exposing the building to the elements.

MORE GRAIN would be hedged in all central markets by country buyers, if they could trade in thousand bushel lots of coarse grain, as well as in wheat. It is unreasonable to expect the owner of 1,000, 2,000 or even 3,000 bushels of corn to hedge against his holding by selling 5,000 bushels.

ELEVATOR MEN who have long driveways would find it an economy to build concrete retaining walls and fill in with dirt. It might be well to have walls built a foot higher than the grade of driveway, so as to reduce the chances of farmers backing wagons off side. Such a driveway will not need frequent repairs and can be used at all times by farmers without danger to their horses.

LIGHTNING HAS commenced to gather in its annual harvest of grain elevators, and caused the destruction of an Indiana plant. Equipped with lightning rods? Of course not.

ANOTHER MICHIGAN elevator has been sacrificed to locomotive sparks, loss \$12,000. If the plant is on the dealers own ground, the railroad will pay for it, otherwise there will be a fight.

TAXES ON grain elevator sites on railroad right of way are being assessed against elevator companies of the northwest, but naturally many of the line companies are fighting the tax on the very just grounds that the railroad companies have already been taxed on the railroad right of way.

IT DOES NOT make any difference what it costs other elevator operators to handle grain thru their plants. The question that interests you directly is, "How much does it cost you?" If you don't know, its high time you were finding out. This is a question no sane dealer can afford to speculate with.

THE WOODEN SHINGLE has led to the destruction of so many buildings, a vigorous campaign is now being conducted against it in many parts of the east, and some cities have enacted ordinances requiring all roofs hereafter constructed to be covered with non-combustible material. If the shingle is too dangerous to be used as a roof anywhere in a city, surely it is not fit to be used on a grain elevator adjacent to a railroad track.

AN ELEVATOR MANAGER who was grinding feed one day last fall noticed that a set screw was loose. Hoping to avoid the necessity of shutting down and losing time, he attempted to tighten it while the machinery was in motion, with the result that his hand was badly mangled and his arm broken. Such an accident cannot be credited to the installation of poor machinery, because the operator must have been fully aware of the danger attending his attempt to tighten the screw on the moving shaft. Life and limb are of more consideration than time of machinery.

ARBITRATION of trade differences prevents many a costly legal proceeding such as that between an Iowa and a Tennessee firm reported in "Feedstuffs" this number. No dealer who is disposed to deal fairly with his fellows can afford to seek the settlement of disputes in the courts, where so much depends upon the ability of the attorney to warp the evidence and prejudice the judge or jury. Let each controversy be settled on its own merits by men experienced in the customs and practices of the trade who give no consideration to the personal animosities of the contestants.

THE PROTRUDING set screw has claimed another victim, as reported in the Iowa news columns of this number. This antiquated tightening device is still used in some elevators tho so dangerous that casualty insurance companies say it can not be guarded even with rails and guard irons. Headless set screws can be procured at the same cost as the dangerous type. The elevator operator who still uses the 18th century method would find the purchase of headless set screws a valuable "spring improvement," or cover the coupling with a band of metal overlapping ends so as not to catch on anything.

GRATING OVER WAGON sinks was suggested as a safeguard in these columns several months ago, and now a northwestern builder has come out with a new dump which has a grating immediately under the trap door, so that it will be impossible for man, horse or wagon to gain access to the dump sink from above. Iron grating has been used over receiving sinks of terminal elevators for many years, and why no one has ever suggested its use as a safeguard by country elevators is a marvel, but it's here and those who desire to practice the "safety first" idea in their driveway can install it to their own advantage and profit.

ONLY SEVEN PER CENT of elevator accidents can be classed as unavoidable. Of the remaining 93% the casualty insurance companies hold the operator responsible for 50%, while the employe could avoid 43% by observing safety-first methods. These alarming statistics open a new avenue of endeavor for the operator seeking to make spring improvements. A little co-operation on the part of employer and employe would greatly lessen the annual toll of unguarded machinery. There is much room for improvement and the slightest effort will make the elevator a safer place for both employes and patrons.

THE OPPOSITION of covering elevators with iron roofs and siding comes principally from elevator owners who have used the cheapest material obtainable, or else given the contract to a carpenter, who failed to recognize quality in metal. The soft steel which is obtainable anywhere at a low price, not only corrodes and rusts out in a short time, but much of it which is not properly protected, soon becomes pitted and useless as protection to the wood. The reduction in the cost of insurance (70 cents per \$100) effected by iron cladding an elevator, is sufficient to justify covering every elevator with the best fire-proof material obtainable and taking good care of it. Cheap steel which quickly falls to pieces is not entitled to any consideration as an elevator covering.

BETTER ELEVATOR OFFICES are being built each year, and more country elevator operators are keeping the grounds about their plants clean and free from rubbish and weeds, to the end that their place of business is more attractive and less hazardous from the fire insurance standpoint.

ONE ENCOURAGING improvement at several country points this spring is the installation of modern grain drying facilities. This insures the dealers a good business if they have a wet harvest or much damp grain to be marketed. Then they will be in a position to handle it most advantageously.

JUDGMENT FOR \$5,804 has been given by a Nebraska Court against a grain elevator man, on account of grain stored for farmer in his elevator, which was burned. Dealers who desire to escape liability for damage to stored grain by the elements, should post signs in office and elevator, warning farmers that "stored grain is at owner's risk." If storage certificate is issued, the same statement should be included in it. If this information is not posted for the benefit of farmers, the dealers must expect to waste much time and money in fighting law suits for the value of stored grain, even tho they do not have to pay for it. The remedy is simple and inexpensive.

THE CRUMBLINGS and disintegrating of concrete foundations, pits and basement floors is not necessarily due to the use of poor cement, but is more likely to be due to the use of dirty material, insufficient binder or wrong proportions. Many elevator owners complain that cement is not satisfactory, but fortunately the majority find it far more satisfactory than anything they have used heretofore. This is due directly to its proper mixture. If you are not confident the man to whom you have let the contract for a new foundation or dump sinks understands the mixing of concrete for this special purpose, consult some one who does understand it, and thereby save the expense of replacing the work in a few years.

GRAIN DEALERS who adopt side lines owe it to themselves and fellow merchants not to adopt lines which will infringe on the established lines of business of others. The grain dealer who puts in coal, lumber or farm implements, when that town is well supplied with merchants specializing in these lines of trade, simply invites those whose business he seeks to undermine to engage in the grain business. It is not difficult to recognize the lines of demarkation between the different businesses. Too many side line experiments have resulted in the injured merchants striving to gain revenge by making a side line of the offender's business. Invariably this results in vicious competition that robs all of profit.

THE CHEAP WAGON scale is never a profitable investment for country elevator men, and is especially disadvantageous if many of his farmer patrons have scales of standard makes installed on their farms. They will scrutinize his weighing facilities with unusual vigilance, and never even admit that the cheap scale comes anywhere near the correct weight. The best wagon scale obtainable is none to good for country grain buyers.

AUDITS of mysterious accounting systems employed by some country elevators have disclosed losses that were unbelievable, giving additional evidence in support of the contention that a systematic record of all business transactions is essential to success in the grain business. When the dealer's monthly trial balance warns him that he is giving away his capital, he is not so eager to persist in paying more for grain than it is worth.

SOME COUNTRY elevator men, being convinced that it is necessary for them to take more wild chances on attaining success than has previously been thought necessary, are now buying grain by the acre, and leaving the number of acres entirely to the grower, in fact we have not learned of one of these wild speculators who is willing to take the trouble to go out and measure the actual number of acres he was getting under his contract. One Illinois shipper, who is convinced that the introduction of this new hazard in the grain business is the rankest kind of folly, insists that the trade should discontinue the purchase of grain by the acre; buy it as they sell it, and then not until the grain is harvested and ready for market.

FARMERS OF THE southwest are already begging dealers to buy their grain, and some are expressing a willingness to contract for the new crop at \$1.20 per bushel. Short-sighted dealers who are disposed to shut out competition by contracting for the new crop should not overlook the fact that they take a much greater chance than does the farmer. If the market goes up, and competitors are paying more than the contract price for grain, after it is harvested, then Mr. Farmer is sure to have a very short crop, and if the price advances very much he will have a complete failure, so that the dealer will be forced to buy grain elsewhere to fill his sales made against the farmer's contract. If the dealer tries to force collection of his loss from the farmer, it is barely possible that he will advance the defense that the destruction of his crop was an act of God and beyond his control, hence he would not be liable on the contract. The dealer who sells for delivery in the terminal markets has no such defense. The safest time to contract grain is when it is on the scale, ready for unloading.

WASTE ROOM in the first floor of the average country elevator is usually ten times greater than should be tolerated. Much of this space could be used advantageously for storage room, and at the same time strengthen the house, to the end that more empty elevators would withstand the stress of the summer windstorms. One of the convenient adaptations of waste room is to be found in the elevator erected by the McColl Lumber Co. Between the elevator legs on the first floor was built three large drawers, and a compartment below closed by doors. On the top of the drawers is a convenient work table with a vice. If the elevator manager has every facility for keeping his machines and machinery in prime running condition, it is easier to do so, and he is much more likely to take a certain pride in doing the work. The man who attempts to make repairs without the proper tools or conveniences is discouraged by the handicap.

SO MANY fool bills are being introduced in all law making bodies, for the control and regulation of business in all forms, that it has remained for a Minnesota legislator to introduce a piece of biting satire on the weakness of the farmer to regulate everybody but himself. Senator Westlake's bill is designed to provide a farming code, and among other things provides that "only one price for a given commodity shall be lawful," and that "no prices shall be increased except upon due proof that existing prices are confiscatory of farmers goods and gear." Any farmer desiring to change the price should file a schedule thereof with the Commission. Hired men shall work only 8 hours a day, and shall not recommence work unless they have completed a period of not less than 18 hours of absolute rest. They shall not work on the Lord's Day, nor legal holidays. Sheds shall be built over all fields where hired men have to work in summer. All field engines and machinery shall be fenced in. All belting shall be encased in metal housing. All grind stones, hay cutters, bulls horns and other moving parts shall be strongly encased for the protection of the hired man. Bulls moving on the highway, or in unfenced areas, shall be equipped with a bell of not less than 50 lb. weight, a steam whistle and electric headlight. The bill provides a number of regulations just as idiotic as the average piece of regulatory legislation enacted every time a state legislature convenes. Bills of this character may serve to call the foolish to their senses. Failing in this, we hope that someone will recommend an amendment to the state constitutions which will permit the law makers to indulge in general legislation only once in about every ten years.

Grain Elevator Improvements.

The business pessimists in different parts of the country have been devoting much of their time during the past nine months to talking war and damning the government, in fact they have been so assiduously applying themselves to croaking that they have overlooked the fact that this country marketed the largest crop of wheat ever grown, and sold it at the highest average price any crop was ever sold at. With another bumper crop of similar proportions in sight, grain dealers in all parts of the grain surplus states are now applying themselves to providing larger and better facilities for handling the 1915 crop. If all Europe insists upon continuing to play the part of the bloody butcher, then it must be the part of the United States to exert itself to provide foodstuffs to relieve the suffering of the non-combatants.

The high prices prevailing for grain are proving very attractive to farmers the world over, but the farmers of the United States are in particularly advantageous position to take advantage of the needs of Europe, and they are doing so, while the pessimists keep on kicking. Seldom have grain dealers favored us with so many encouraging reports of improvements being made and contemplated, as are printed in our department devoted to "Grain Trade News" this number. Those who are suffering from an attack of the business blues owe it to themselves to peruse our news columns, and be convinced that there is no justification whatever for anyone in the grain business being distressed by the outlook. Among other improvements told of in the news columns of this number are:

BUILDING IMPROVEMENTS.

Will be built.....	119
Being built.....	53
Recently completed.....	15
Remodeling and repairing.....	85
Wrecked.....	7
New offices.....	6
New driveways.....	6
New foundations.....	8
Fire escapes.....	2
Lightning rods.....	2
Painting.....	12
Additions.....	18
Warehouses.....	8

One most encouraging sign of our improvement news this year is the widespread tendency of the grain dealers to build larger and better houses. They are more fully equipped with modern machinery and provided with faster handling facilities. They are installing larger legs and buckets, in the hope that no farmer will have to wait to unload next fall. More of them are installing facilities for improving their grain, and still others are installing feed grinding facilities, in the hope of finding a better market for their screenings and off grade stock. In providing better facilities there is a natural tendency to make the best of the opportunities provided at each station. There seems to be a growing tendency among dealers everywhere to study carefully the needs of their community, in the way

of commercial feedstuffs, and those who do not install grinding facilities are shipping in established brands of manufactured products.

Our Crop Reports.

It is generally recognized that country grain dealer is in position to collect quite reliable information regarding the crop prospects of his section, and readers will obtain a very reliable line on the actual conditions of the growing grain in the different sections of the country by a careful perusal of the many crop reports presented in this number.

The acreage is large, the condition in nearly every surplus section is most encouraging, in fact the grain dealers are showing their confidence in the prospects by doing more improving than they have ever done before. Few sections are complaining of a lack of sufficient moisture, and all conditions point to an earlier harvest of winter wheat and a larger crop of all grains than even the crop of 1914. Let us hear from you.

PAYING FOR THE erection of a concrete power house from the savings in the cost of insurance in one year, would seem impossible to the average grain dealer, yet Mr. Hillmer, in "Letters" this number, gives the actual figures for the cost of the improvement. Mutual insurance companies should be encouraged to charge more for hazardous features in construction, so that the grain trade would be cursed with fewer fires and lighter losses. This would result in even a greater reduction in the cost of insurance to grain dealers who follow the suggestions of fire prevention experts.

WHEN A RAILROAD burns a car of oats entrusted to it for transportation, and for which it has issued a B/L, naturally the shipper expects it to reimburse him for the full amount of the loss, and most railroads would pay such losses without hesitation or dispute, but the Wabash R. R. is different. Several years ago Samuels & East of Milmine, Ill., loaded a Wabash car with oats, and received a B/L for its transportation, but before the car was moved out of town it caught fire and the grain was burned. The Wabash tried to hide behind the clause in the grain firm's lease of the elevator site, exempting it from loss of the grain firm's property thru damage by fire caused by locomotives. The attorney of the Illinois Grain Dealers Ass'n insisted that the terms of the ground lease did not apply to the oats in this car, because a B/L had been issued and this constituted a new contract, and that the ground lease had no bearing on the grain loaded into car. The point raised and sustained by the Appellate Court of the Third District is clear cut, and will bring relief to many dealers who have suffered similar losses.

Letting the Contract.

Letting the contract for a new elevator is a very important time in the life of any grain business, and many dealers are greatly disappointed in the results, due principally to the practice of too much haste in letting the contract, and too little regard for the responsibility of the contractor and the character of the buildings he is known to put up. Whenever large contracts are let the grain dealer invariably studies long and carefully over detailed plans and specifications, as well as over the responsibility of the different contractors and the characters of their work in recent elevators they have erected. The same practice can be adopted by those intending to build small elevators, and all be insured better, safer and more satisfactory plants.

It is but natural that contractors who are forced to bid low in order to get the job, should use the cheapest material permissible in order to get out without a loss. Contractors are human, they're in the business for the purpose of making a living, and they strive to economize on both material and labor at every turn, in hope of turning a bad contract into a profitable one. Some barn builders are so irresponsible, and give so little consideration to the plans or specifications, that no grain dealer familiar with their practices would entrust the building of an elevator to them, even tho the strongest bonding company in the country went on their bond for double the amount of the contract, but nevertheless they find it easy to catch numerous suckers.

No large elevator is being erected without being continually inspected by experts in different lines to make sure the building is being erected according to plans and specifications, hence it behooves the grain dealer who lets the contract for a small elevator to see to it that he gets what the contract calls for. Vigilance in demanding that each contract be fulfilled to the letter will soon drive the irresponsibles out of the business and insure the building of better elevators and at a reasonable cost.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. & N. W. 136518 passed thru Liscomb, Ia., May 7, leaking wheat badly at grain door. Looked like patent inside door—B. F. Vorhes.

C. G. W. 25422 passed thru Stanton, Minn., May 4, southbound, leaking grain badly at side door; train did not stop so could not cooper.—C. R. Shepard, mgr. F. H. Shepard & Son.

C. & A. 16382 or 16882, northbound, passed thru Delavan, Ill., May 1, leaking wheat on side from behind siding. Board was nailed over number. Called agent's attention to it and he may have had train men repair it.—Wayne Bros. Grain Co.

A. T. & S. Fe 7664 in yards at Lena, Ia., Apr. 29, was leaking corn over drawbar. Car was not set out. Train men say car was loaded at Callender, Ia.—P. J. Harvey.

C. M. & St. P. 20070 passed thru Lost Nation, Ia., Apr. 28, eastbound, leaking corn at both ends and sides.—J. H. Phelps.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Collecting Claims for Cooperage?

Grain Dealers Journal: I have a number of claims for cooperage entered against the C., St. P., M. & O. Ry. Co., which it has refused on the grounds that its tariff states that at stations where the C., St. P., M. & O. Ry. furnishes doors or material to take the place of same, no allowance will be made. Is this sufficient evidence for refusal of claim?—C. L. Betz.

Ans.: When the railroad companies furnish doors the shippers can not collect for doors; and shipper must show that altho the tariff provided for doors to be supplied by the railroad company and doors were demanded, they were in fact not furnished.

The shipper must show a failure by the carrier to provide doors as contemplated in the tariffs. Reparation to the shipper then will be ordered by the Interstate Commerce Commission. This point is completely covered in the recent decision of the Interstate Commerce Commission on grain doors published in full on page 487 of the Grain Dealers Journal for Apr. '10.

Average Demurrage Agreement?

Grain Dealers Journal: I note in the Journal that if we can unload a car in one day we have another day to apply on another car; that is, that we have three days on the second car. This would be a considerable advantage to us. Where can I get such a contract?—Burke Bros. & Marn, Ute, Ia.

Ans.: To avail himself of the privilege of holding cars longer by reason of credit earned thru unloading other cars promptly the shipper must apply to the station agent and sign what is known as the "Average Agreement." The station agent will forward the application to the demurrage manager.

The agreement and rules have been approved by the National Ass'n of Railway Commissioners and adopted by the different railroads, as well as the C. & N. W. applying at Ute, Ia. The average agreement, Rule 9, is as follows:

AVERAGE AGREEMENT.

When a shipper or receiver enters into the following agreement, the charge for detention to cars, provided for by Rule 7, on all cars held for loading or unloading by such shipper or receiver shall be computed on the basis of the average time of detention to all such cars released during each calendar month, such average detention to be computed as follows:

Section A.—A credit of one day will be allowed for each car released within the first twenty-four hours of free time. A debit of one day will be charged for each twenty-four hours or fraction thereof that a car is detained beyond the first forty-eight hours of free time. In no case shall more than one day's credit be allowed on any one car, and in no case shall more than five (5) days' credit be applied in cancellation of debits accruing on any one car, making a maximum of seven (7) days that any car may be held free; this to include Sundays and holidays. (See exception.)

Section B.—At the end of the calendar month the total number of days credited will be deducted from the total number of days debited, and \$1.00 per day charged for the remainder. If the credits equal or exceed the debits, no charge will be made for the detention of the cars, and no payment will be made to shippers or receivers on account of such excess of credits, nor shall the credits in excess of the debits of any one month be considered in computing the average detention for another month.

Section C.—A shipper or receiver who elects to take advantage of this average

agreement shall not be entitled to cancellation or refund of demurrage charges under Section A, Paragraphs 1 and 3, or Section B of Rule 8.

Section D.—A shipper or receiver who elects to take advantage of this average agreement may be required to give sufficient security to the carrier for the payment of balances against him at the end of each month.

Correcting Discharge of Elevator?

Grain Dealers Journal: To increase the capacity of our elevator leg we were advised to put in a bigger head pulley, as the increased speed of the belt would carry a greater number of cups per minute, and enable us to handle the grain faster.

In place of the 30-inch pulley we put in a 42-inch on the same shaft, making the elevator head a little larger, at the same time. We got the increased capacity, but are always having trouble with considerable grain coming over and down the down leg of the elevator. We know the elevator head was rebuilt correctly because it is just the same now as another leg of the larger size that is working all right. What is wrong with the elevator?—Levy & Schaefer.

Ans.: If the only changes were as described the new pulley is making the same number of revolutions per minute as did the smaller pulley, being mounted on the same shaft, and the new pulley is running too fast to discharge the cups clean.

The 30-inch head pulley should make a speed of 40 revolutions per minute, and the 42-inch pulley a speed of 36 revolutions per minute for correct emptying of the buckets. To remedy the trouble probably all that is necessary is to change the size of the sprocket wheels driving the head pulley shaft so that it will make 4 revolutions fewer per minute.

Incline of Chute.

Grain Dealers Journal: We wish to run a slide or chute to transfer flour and feed from one floor to another. Point of delivery is only 8' from start and 4' lower. What curvature must the chute have at the lower end to check the speed of the bags, weighing from 12½ to 100 lbs.? Is such a device practical?—H. E. Flory, pres., Flory Milling Co., Bangor, Pa.

Ans.: The device is practical, and is being used in many instances to transfer material in feed warehouses from floor to floor. But the maximum degree of incline in so short a distance must not be greater than 30 degrees. As the delivery end of the proposed chute would be only 4 feet lower than the receiving end, it would be necessary to lengthen the entire chute to 9' 8". If it is absolutely necessary that the length be confined to 8 feet the same results can be obtained by lessening the 4' dimension to 3' 6". For curvature see diagram of chute planned by H. W. Caldwell & Son Co., to meet the needs of such a case.

Recovery of Freight Charges?

Grain Dealers Journal: On May 27th, 1913, the Iron Mountain Ry. Co. issued tariff No. 2880-1 in which it gave a special rate on corn to be shipped to Argenta, Ark., to be shelled or sold in the ear; but when our broker there ordered the car around to be shelled he was informed the sheller was out of commission. The nearest place we could dispose of the corn was Nashville, Tenn. The rate from Charleston is 13c to Argenta (Little Rock) and 17 cents to Nashville. Little Rock to Nashville takes 21c rate, making the charge against us 34 cents. Can we recover the difference of 17 cents?—O. A. Crenshaw Grain Co., Charleston, Mo.

Ans.: Shipment takes the rate for the route actually covered, and the carrier can collect 34 cents, having moved the car as directed by shipper on two local rates, instead of the thru rate.

If the carrier operated a public shelling elevator at Argenta and held itself out to do shelling the carrier must make good the loss to shipper by reason of failure to shell.

If private firms or corporations were relied upon to do the shelling at Argenta they should make good the loss in handling to Nashville, provided the shipper had arranged with them by contract to shell.

Form of Notice to Weighers and Inspectors?

Grain Dealers Journal: What is the form of the cards used by shippers to place in cars to notify weighers and inspectors at destination of the quantity and quality of grain loaded?—A. M. Allen, mgr. Manhattan Malting Co., Manhattan, Mont.

Ans.: Two forms are used, one for the outside and one for the inside of the car.

The outside tag reads:

OFFICIAL CAR TAG.

This car contains.....bushels of Testing pounds per bushel. Same has been weighed over Hopper Scale, in..... Drafts.

Please weigh carefully at Destination. Examine car for leaks before unloading. If any leaks are found call railroad inspector and let him examine car carefully and sign "bad order report." We shall expect all this wheat to be accounted for by the elevator, or if the car is leaking to furnish papers to substantiate a good claim.

Any shipper noticing this car leaking will confer a favor by notifying
MANHATTAN MALTING CO.,
Manhattan, Mont.

Inside the car the notice is as follows on a printed card:

NOTICE TO WEIGHMASTER.

This is to certify that I have today carefully weighed the grain in Car No. Initial and it contains of

If found short when unloaded please make a thoro investigation and report promptly to the Board of Trade Weighing Department.

..... Weigher.

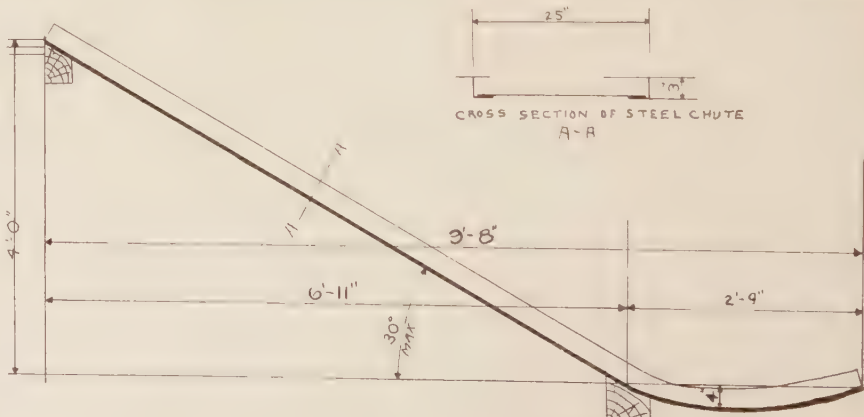


Diagram of Chute for Transferring Feed.

Banker on Safety of Hedging?

Grain Dealers Journal: Will readers of the Grain Dealers Journal please inform me whether some leading banker did not some time ago deliver an address on the advantages of hedging grain as a matter of safety to the banker. What is the name and address of the banker, or where was the speech published?—J. B. Lanston.

Recourse for Delivery Without Surrender of B/L?

Grain Dealers Journal: On Aug. 28 I shipped a car of straw, arriving at destination Sept. 1. This car was billed to order and notify, allowing inspection, yet the railroad company delivered the car without surrender of B/L, and finally on Dec. 7 the draft was paid and the B/L was delivered to the railroad company. The money was then attached by the parties who paid the draft. Have I any recourse in this deal?—P. H.

Ans.: Shipper has a good claim against the railroad company for the interest on the amount of the draft from the time it should have been paid until Dec. 7.

If notify party had not paid the draft the carrier would have been liable for the amount of the draft, but the final surrender of B/L protects the carrier, as the attachment suit was the proximate cause of shipper's loss, and not the delay in surrender of B/L.

The attachment suit does not concern the carrier. Had the draft been paid promptly and the B/L surrendered immediately the notify party could have attached the money just the same.

Shipper or his agent is entitled to a legal summons into court to defend his right to the money attached; and if summoned he should prove his right to the property and that he does not owe plaintiff.

How to Strike Off Grain Tester?

Grain Dealers Journal: Kindly advise us whether it is correct to use the beam of the scale or a round stick in getting the test weight of grain. If a round stick, what diameter should be used on a 2-quart bucket?

We have always used a round stick, as we thought that was right, but we find it makes about one pound difference between the beam and the round stick. We supposed using the beam continually would wear off the rim of the bucket, also the edge of the beam.—R. D. Elwood & Co., Pittsburgh, Pa.

Ans.: Rules for inspecting grain do not specify what kind of stick to use in striking off the surplus grain. Each inspector can use his own judgment and get different results. The Minnesota State Grain Inspection Department did have an old rule which not only prescribed the method of striking off but the method of filling the tester as well. This rule read: "The test kettle shall be placed where it can not be jarred or shaken. From scoop, bag or pan, held two inches from top of kettle, pour into middle of same at a moderate speed until running over, striking off in a zig-zag manner with the edge of beam held horizontal."

The Illinois State Grain Inspection Department uses the scale beam to strike off the tester, holding the beam square across top of bucket and endeavoring not to scoop out any grain. With oats the sharp edge of the beam will hollow out the surface slightly.

The Chicago Board of Trade Grain Sampling Department and the Chicago branch of the United States Government Grain Standardization Buro use a stick with a rounded edge. The stick is three-eighths inch thick and 2 inches wide. The edge is completely rounded, the effect being to counterbalance the scooping tendency of the square beam and leave the testing bucket even full. With wheat the sharp edge is not so objectionable.

Robert Kettles, chief of the Grain Sampling and Inspection Department of the Board of Trade, Chicago, states that the use of the beam does wear off the metal top edge of the bucket. To overcome this

the Illinois State Grain Inspection Department sends its testing buckets and beams once a month to the shop to be standardized.

While it is perhaps fairer to use the rounded stick, the fact that the Chicago Grain Inspection Department, which grades more grain than any other department, uses the beam, warrants the use of the beam.

Coming Conventions.

May 12-13.—Illinois Grain Dealers Ass'n at Champaign, Ill.

May 18-19.—Oklahoma Grain Dealers Ass'n at Oklahoma City.

May 24-25.—(Tentative dates) Texas Grain Dealers Ass'n at Galveston, Tex.

June 2 to 4.—Millers National Federation at Toledo, O.

June 8-9.—Indiana Grain Dealers Ass'n at Indianapolis, Ind.

June 10-12.—American Feed Manufacturers Ass'n at St. Louis, Mo.

June 10-12.—National Ass'n of Managers of Farmers Co-operative Companies at Minneapolis, Minn.

June 22-24.—American Seed Trade Ass'n at San Francisco, Cal.

June 30-July 1.—Ohio Grain Dealers Ass'n at Cedar Point.

July 6, 7, 8.—National Hay Ass'n at Niagara Falls, N. Y.

Oct. 11-13.—Grain Dealers National Ass'n at Peoria, Ill.

THE GRAIN DEALERS JOURNAL contains so many good things that I would not think of being without it. Every number contains articles with enough information to pay a dealer for a year's subscription.—J. C. Boges, mgr. Center Lumber Co., Burgess, Ill.

Program Oklahoma Meeting.

TUESDAY, MAY 18—10 A. M.

Meeting of the Millers in Assembly Room, Skirvin Hotel, Oklahoma City.
Election of officers.

TUESDAY—2 P. M.

Joint session of Oklahoma Grain Dealers and Millers in Hotel Skirvin.

Meeting called to order by President R. H. Drennan of Oklahoma City, Okla.

Address of Welcome—Hon. Ed. Overholser, Mayor of Oklahoma City.

Response—Mr. J. D. Chalfant, Clinton, Okla.

"Compensation Law"—Mr. Paul Smith, Sec'y Manufacturers Ass'n, Oklahoma City.

"The Influence Affecting the Profit Making of Country Elevators"—Mr. V. E. Butler, Indianapolis, Ind.

"The Cummins Amendment"—Mr. Geo. A. Hinshaw, State Corporation Com.

"The Traffic Situation in the Southwest"—Mr. W. V. Hardie, Mgr. Oklahoma Traffic Ass'n, Oklahoma City.

Adjournment.

WEDNESDAY, MAY 19—10 A. M.

Meeting called to order by President R. H. Drennan.

"Needed Changes in Our Present State Inspection Rules"—Mr. H. Stauffacher, Chief Grain Inspector, Blackwell, Okla.

"Worthy of His Hire"—Mr. Jesse Vandenburg, Oklahoma City, Okla.

"Weight Problems"—State Senator S. W. Hogan, Cashion, Okla.

Adjournment.

WEDNESDAY—2 P. M.

Executive session for the transaction of business.

Secretary-Treasurer's Annual Report.

Report of Arbitration Committee.

Reports of Standing Committees.

Election of Officers.

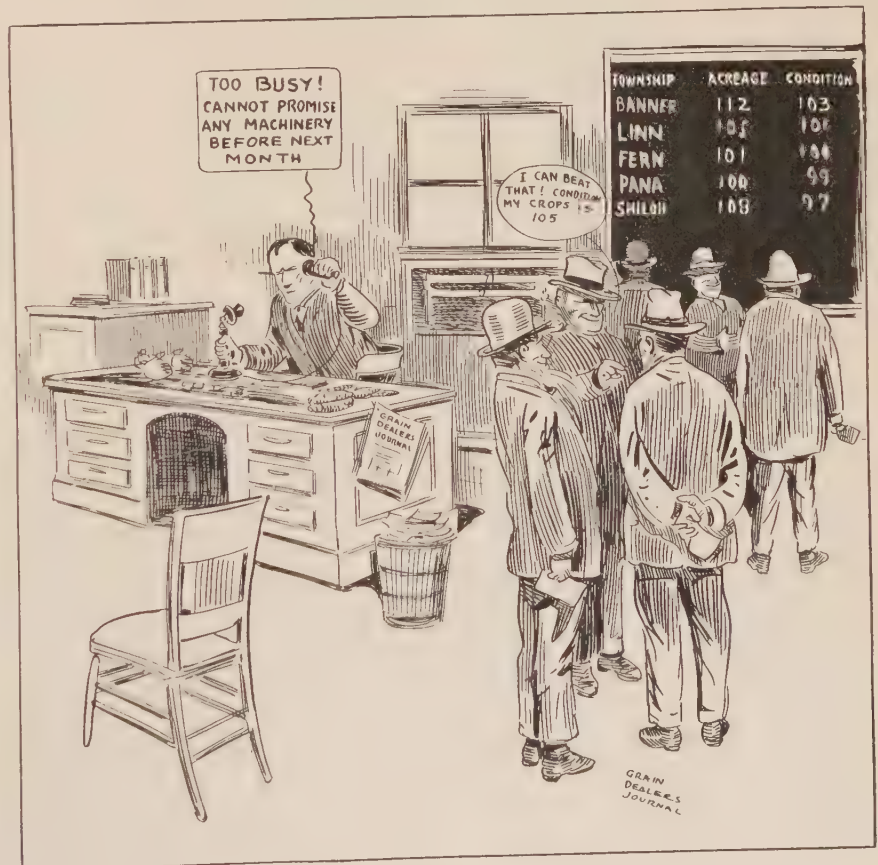
Report of Rules Committee.

Miscellaneous Business.

Adjournment.

Wednesday evening's program of entertainment will be announced during the Convention.

The Procrastinator.



The Grain Dealer Who Postpones Buying Supplies Will Be Disappointed in Their Delivery.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A Record Yield.

Grain Dealers Journal: A few years ago I bot 40 acres of wheat. The price declined considerably. I received 8,000 bushels off of the 40 acres. How is that for a record breaker? I have quit buying wheat by the acre. I now buy wheat by grade and specified number of bushels and make them sign your contract blanks. B. L. J.

"Extra Heavy Wool."

Grain Dealers Journal: One of your correspondents told of his wool troubles. Please note my story. I bot some wool which seemed extra heavy, but I did not suspect the farmer of being crooked. In about a week I noticed a particularly bad smell in my wool house. I examined the sacks of wool and discovered a dead lamb in one of the sacks. Who can beat this?—J. S. B.

Refuse Shaky Cars.

Grain Dealers Journal: It is about time the grain men demanded a kind of car good enough for grain and took no old and shaky cars.

St. Paul car No. 30070 passed thru here leaking corn at both ends and sides. This car was not fit for grain and being too old and dilapidated should have been refused as a grain car. It is the shipper's business to see that he gets cars sufficiently sound to be safe to carry whatever kind of product he is shipping.

This car might have served to carry cordwood, but grain never. In our judgment any man that insists on loading this kind of car should not recover claims for losses. When all shippers refuse bad order cars their biggest trouble, shrinkages, will be over.—J. H. Phelps, Lost Nation, Ia.

Brother Dealer Helped Thru Leaking in Transit Report.

Grain Dealers Journal: We were able to collect a claim for \$40 thru the "Leaking in Transit" column which appears regularly in the Grain Dealers Journal. A car of corn shipped by us to St. Louis arrived in alleged "good order"; and if it had not been for the courtesy of Mr. F. C. Harvey, mgr. of the Farmers Elevator Co., at Grand Junction, Ia., this car would have made us a loss.

Reading Mr. Harvey's report in the last number of the Journal that he observed our car leaking at his station, we communicated with him and he kindly furnished us with an affidavit to the fact that the car was leaking badly and was set out for repairs, thus enabling us to collect \$40, which otherwise would have gone to buy ballast for the railroad track thru Grand Junction.

This is the second time we have been benefited by the Grain Dealers Journal's Leaking Car Reports and we wish to thank Mr. Harvey through our grain journal. It has been our experience that this department alone is worth ten times more than the subscription price of the Journal, a copy of which can always be seen on our desk.—T. A. Pfund, mgr. Farmers Elevator Co., Badger, Ia.

Let Railroad Agent Make Out B/L

Grain Dealers Journal: In a recent opinion the appellate court of the third district of Illinois holds that the continued execution of Bs/L by the shipper for a considerable length of time may estop him from claiming that he did not know the contents of the B/L, and that he may be presumed, under those circumstances, as a matter of law, to know the contents thereof.

Shippers will see at once that if they persist in filling in their own Bs/L and subsequently have any difficulties with the railroad company they will be bound by the contents of the B/L and presumed, as a matter of law, to know the contents thereof.

We suggest then that instead of filling in the Bs/L themselves the shipper procure an order blank giving the railroad company directions as to consignee, route, contents, etc., and that this order blank should be given to the railroad in lieu of filling in the blank Bs/L. Under this opinion the custom of the shippers of Illinois of executing their own bills of lading should be discontinued at once.—E. B. Hitchcock, ass't sec'y Illinois Grain Dealers Ass'n, Urbana, Ill.

A Concrete Engine House Effects Economy.

Grain Dealers Journal: In building the concrete engine house at our Ridott, Ill., elevator, it was placed 10 feet from the main building. Dimensions are 10'x10'x8', walls are 8" thick and the roof 5". Old railroad iron was used to support the concrete for the roof. Concrete floor is 6" thick, with a cistern in one corner of the floor, 3'x3'x4'. Foundation for the engine is 18'x48"x48".

A tunnel for the drive belt extends from the engine room to the elevator. The tunnel is 18"x24" and 11' long, with 4" walls and bottom and a top of reinforced concrete 6" thick. Cost of the building, as near as we can estimate, follows:

Cement, 18 bbls., \$32.85; lumber, window frames and door frames, \$10.89; labor, \$47.87; sand and gravel, \$19.50; iron, \$3. This does not consider the time our manager gave to the construction.

Before the building of this new engine room and the installation of an 8-hp. gasoline engine, we depended upon steam power and paid an insurance rate of \$3.40. Our rate has now been cut in half, meaning a saving to us of \$115 annually on just that one item. We also have a greatly reduced hazard from fire, a more convenient and cheaper power, cheaper especially in the winter, as we were compelled to burn a great deal of coal to prevent the plant from freezing up.

Our manager also built a small fireproof box in the engine room in which he keeps his books at night to avoid possible destruction by fire.—H. A. Hillmer, the H. A. Hillmer Co., Freeport, Ill.

What Is the Matter With the Grain Business of Illinois?

(Continued from page 539, April 25th Journal.)

Eighteen grain dealers of Illinois have written the Journal expressing their belief that the profits in the grain business, considering the investment required as compared with other lines of business, are exceptionally small. The cause for this condition, however, is not apparent, but is rather made up of many small items, or leaks.

Three of the dealers admit storing grain free for farmers, tho refusing to advance any money until the grain is delivered. Three other dealers, who refuse to store free of charge, admit loaning the farmers money without interest.

Two of the dealers sell all grain on track and 2 others consign to com's'n merchants; the majority use both methods. All but two of the dealers purchase all grain by grade, but only 4, when they have occasion to store, consider the question of grades. Nine of the 18 dealers try to improve the grade of their grain after purchasing, the other 50% disposing of it without any blowing or cleaning.

The big problem seems to be a lack of knowledge as to what it costs to put grain thru the elevators. Four believe it can be handled for 1c, 3 think it requires 2c and one man estimates his cost per bu. at 3c. Ten admit they do not know, altho in their letters they make the statement that their accounting systems keep them posted on actual results. This discrepancy is due rather to a lack of familiarity with the systems they are using than to any desire to misrepresent the facts, and would indicate that a simpler method of accounting would be advantageous. The dealers average 2 cut-offs on each grain per year.

In arriving at the margin on which grain can be profitably handled 50% of the dealers consider their year's expenses, bushels handled, and then add the profit desired. Five dealers avoided the subject entirely and the other 4 arrive at the margin by "experience," "keeping in line with the competitors," "in a general way," and "by getting all we can."

Despite the fact that the majority of dealers use accounting systems of one sort or another, only 7 of the 18 draw off monthly trial balances. This is the first essential to the man who would know exactly how his business is progressing and the knowledge can be acquired in *no other way*. When making other spring improvements the dealer who believes this figuring unnecessary could not do better than draw a trial balance for May, attaching to it a similar sheet every month thereafter. These sheets would be all that is necessary to show the dealer the exact performance of each grain handled.

Only 4 dealers of the 18 state whether or not they made a gain for 1914. One dealer's gain was 12%, another 2½%, and the other 2 admitted being now exactly where they were this time last year so far as their business is concerned.

If the business at a man's elevator is to be the same year in and year out, furnishing a bare living for the owner, the dealer might just as well leave the worries of business to another, and have his name placed on a pay roll. But with a knowledge of what his business is doing each month, or each week, the dealer would be able to apply the prod where it was most needed and perhaps give less of his time to the items which his balance sheets showed were above "par."

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ALABAMA.

Montgomery, Ala., Apr. 30.—Grain is coming in this market in fairly cool condition.—Capitol Grain & Seed Co.

COLORADO.

Akron, Colo., May 8.—Great prospects for bumper wheat crop this year.—Edw. T. Long, mgr.

Stratton, Colo., May 8.—Acreage increased 20%; condition 30%.—Stratton Equity Exchange.

Haxtum, Colo., May 8.—Winter wheat crop never better; acreage about 10% larger than 1914.—H. E. Robbins, agt. O. L. Mitten Grain Co.

Fleming, Colo., May 7.—Wheat acreage 25% more than ever before, fine prospects; same of corn and other spring grain.—Russell Molohan, mgr. Farmers Co-op. Elvtr. Co.

Hillrose, Colo., May 8.—Everything points to a bumper crop; almost excessive rain fall since early spring, no irrigating necessary for 30 days.—Hillrose Mlg. & Merc. Co.

ILLINOIS.

Princeton, Ill., Apr. 25.—Crops looking fine; will need rain soon.—L. Bass, mgr. Farmers Elvtr. Co.

Easton, Ill., May 10.—Crops all looking good; prospects for a good season's run.—Easton Farmers Grain Co.

Martinton, Ill., May 4.—Wheat and oats looking fine; corn planted and sprouted.—R. F. Cummings Grain Co.

Champaign, Ill., May 3.—Wheat and oats looking best with very early start; corn planting 10 days earlier.—Wm. Murray.

Lincoln, Ill., May 4.—Corn planting begun; ground in fine condition; wheat and oats looking fine.—Township Line Grain Co.

Farmer City, Ill., May 7.—Crop prospects and soil conditions ideal; 60% of corn planted under perfect conditions.—C. F. Scholer.

Deer Creek, Ill., May 5.—Wheat and oats looking fine; had good rains the last few days which were badly needed.—Ellis & Wagner.

Maroa, Ill., Apr. 26.—Prospects unusually fine, wheat and oats could not be better; corn ground in fine shape for planting.—L. J. Kaiser.

Springfield, Ill., Apr. 28.—Oats were sown with ground in fine shape; both wheat and oats look fine; some corn being planted.—C. O. Matheny & Co.

Middlegrove, Ill., May 4.—Fine prospect for both wheat and oat crop; crops improved by rain; ground is in ideal condition for corn planting.—Wm. G. Courtney.

Peterstown sta. (Mendota p. o.), Ill., Apr. 25.—Oats looking fine; need rain badly; farmers getting ready for corn planting.—T. C. Sondgeroth, sec'y-mgr. Farmers Elvtr. Co.

Lynn Center, Ill., May 4.—Oats looking fine, acreage normal; corn planting just started, acreage will be large; ground in fine condition for planting; no corn shelled at this time.—Roberts & Anderson.

Mt. Olive, Ill., May 4.—Wheat crop looks splendid, some few fields beginning to head; plenty of moisture, wheat will harvest without any more moisture; oats coming up in fine shape, never known to have been better for this time of season; outlook for a good wheat and oat crop this year as well as an early harvest for wheat at least one month ahead of usual time; corn about all planted, some corn up; some few chinch bugs, but with normal amount of moisture they will not harm corn.—A. C. Keiser, of A. J. Keiser Flour Mills.

Burgess, Ill., May 7.—Ground in fine condition; oats doing well; farmers beginning to plant corn, expect to be finished by 20th of this month; need a good rain, as ground is dry deep down; have had a few showers which kept oats growing.—Central Lumber Co.

INDIANA.

Wabash, Ind., May 5.—Ideal situation in new wheat; same in oats; corn planting in full swing.—The Morrow Grain Co.

Homer, Ind., May 5.—Wheat acreage looking fine, some larger than last year; good acreage of corn planted.—E. A. Jarrett.

Shelby, Ind., May 5.—Wheat and oats looking fine; planting corn has now started.—H. A. Hildebrandt, mgr. C. E. Nichols & Co.

Francesville, Ind., May 7.—Wheat and oats look fine at this time, have had plenty of rain for awhile; several farmers planting corn.—Farmers Elvtr. Co.

Goshen, Ind., May 7.—Have had fine rains; growing wheat and oats looking fine; harvest bids fair to come early this year.—F. E. C. Hawks, pres., Goshen Mlg. Co.

Lake, Ind., May 7.—Hail storm on the 5th almost destroyed wheat; some being plowed up; Hessian fly in large quantities seriously damaging the growing crop.—Collins & Swallow.

Emison, Ind., May 4.—Wheat crop looks exceedingly fine, 10 to 15%, largest acreage ever sown, fine outlook for a big crop; drouth was broken May 2 by a heavy rain, nothing suffered from dry weather.—F. J. Townsley, F. J. Townsley Elvtr. Co.

Frankfort, Ind., May 5.—Wheat and oats looking fine; the prospect at this time of year was never so good; quite an increased acreage of wheat at expense of oats acreage; corn planting proceeding rapidly; soil in ideal condition.—Stevenson & Bergen.

Geneva, Ind., May 5.—Growing crops never looked more prosperous than at present time; wheat more than average in condition; acreage large and 15 days ahead of average season; oats acreage 100%, doing fine, never had a more perfect condition; will have a large acreage of corn planted, 50% planted, soil in perfect condition; acreage of rye small, plant looks well, doing fine.—Geneva Elvtr. Co.

Evansville, Ind., May 8.—Rain came too late to do the greatest amount of good for wheat, which has already been damaged by the long drought, especially that which was planted later in the season. Wheat yield will only be fair this year. However, the rain did much to relieve the parched condition of the grain. Hay a little backward yet the outlook is for a fair crop.—National Hay & Grain Co.

IOWA.

Grundy Center, Ia., Apr. 27.—Farmers will plant corn this week and next.—E. E. Billings.

Lamoni, Ia., May 7.—Wheat acreage much larger this season than last.—Iowa-Missouri Grain Co.

Hayfield, Ia., Apr. 26.—Had a fine rain here, great benefit to growing crops, especially oats.—Ed. Cushman.

Harlan, Ia., Apr. 22.—Everybody busy seeding; starting fine; weather fine.—Webb McConnell, Green Valley Seed House.

Lost Nation, Ia., May 5.—Crops looking very promising; dry April, plenty of good showers since May 2nd.—J. H. Phelps.

Alleman, Ia., May 8.—Wheat and oats looking fine; about same acreage as last year; farmers busy planting corn.—J. R. Johnson, mgr. Farmers Elvtr. Co.

Des Moines, Ia., May 3.—Rapid progress was made in preparing ground for corn and considerable planting was done, especially in the southern counties. The rains will be of great benefit to small grain, pastures, meadows, and truck fields. Small grains and grass made rapid growth and are now in excellent condition generally.—Weather Bureau, Iowa State Dept. of Agriculture.

Armstrong, Ia., May 5.—Prospect for small grain was never better; corn planting will commence in full blast Monday, May 10th, ground in excellent condition; outlook for an early harvest.—J. O. Johnson, agt., Rippe Grain & Mlg. Co.

KANSAS.

Timken, Kan., May 1.—Wheat looking fine at present.—J. Kraisinger.

Lorraine, Kan., Apr. 26.—Wheat crop looking fine.—Wm. T. Heitschmidt, mgr.

Argonia, Kan., May 5.—Growing wheat finest ever seen; average 100%.—Levi Cook.

Elkhart, Kan., May 6.—Big rain and snowstorm today.—Hugoton Elvtr. & Mlg. Co.

Neola, Kan., Apr. 26.—Wheat looking good.—A. E. Harmon, mgr. Neola Elvtr. & Sply. Co.

Annelly, Kan., May 4.—Wheat and oats look No. 1; corn about 1/2 planted, some coming up.—H. C. W. Griffith.

Arcadia, Kan., May 4.—Growing grain looks promising; season a little late; crops making good growth now.—W. D. Konantz.

Zenda, Kan., May 5.—Crop conditions could not be better; expect bumper crop this fall.—A. A. Johnston, agt. Bolin-Hall Grn. Co.

Winona, Kan., May 5.—Brightest prospects for fine wheat and small grains for years; have had plenty of rain; crops look good.—L. A. Jordon Seed Co.

Preston, Kan., May 5.—Some good wheat but about half or more not very promising, looks yellow and weakly; complaint of rank spots lying down.—The Preston Grain Live Stock & Merc. Co.

Clyde, Kan., May 8.—Wheat never looked better at this time of season for a bumper crop; oats acreage small but shows up good; corn planting about all done; small acreage but conditions fine.—Chas. Mather.

Wherry, Kan., May 5.—Wheat looks fine here at present; possibly a little too rank but may come out well; wheat will average about 33 1/3% of entire acreage of farm land.—W. A. Atkinson, buyer for Central Kansas Mlg. Co.

Ackerland, Kan., May 5.—Wheat acreage 90% of last year, is growing rapidly, but badly infested with chinch bugs, they are killing some of it on thin land; oats fine; large acreage of corn being planted.—L. H. Hill, agt. Casebier Elvtr. Co.

Bloom, Kan., May 5.—Wheat acreage about the same as last year; a good acreage being put in spring crop; conditions of growing wheat about 70% of last year's crop; conditions for spring crop are good.—R. A. Ely, mgr. Kansas Flour Mills Co.

Augusta, Kan., May 6.—Extremely wet weather, likely some damage to wheat before harvest; very little corn planted here yet and same is likely to have to be planted over on account of so much rain having washed out and covered over with mud and trash.—J. J. Mannion.

MICHIGAN.

Lansing, Mich., May 7.—Wheat condition 92%, compared with 86% on Apr. 1; 2% will be plowed up; 5% damaged by Hessian fly. Rye condition 94%, compared with 95% last year. Oats acreage 102%.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Herman, Minn., May 6.—Plenty of rain.—Farmers Elvtr. Co.

Iona, Minn., May 4.—Conditions of crops and growth all that can be expected; acreage of small grains on a par with last season; wheat acreage slightly decreased from last season.—W. P. Moran, mgr. Iona Farmers Elvtr. Co.

Lime Creek, Minn., May 7.—Crops look fine at present, is a little cold for corn planting, but farmers are getting corn ground ready; about 5% of wheat, 20% of barley, 30% oats and 40% corn sown this year; grain at present about three inches high, never looked better; have had plenty of rain.—J. F. Holimka.

Brown Valley, Minn., May 8.—Crop conditions ideal.—Agt. E. A. Mooers Elvtr. Co.

Long Prairie, Minn., May 6.—Grain in fine growing condition; about 3 to 4% more acreage seeded in small grains.—Erwin Elevator Co.

Minneota, Minn., May 1.—Small grain all up and in good shape; farmers getting ground ready to plant corn; considerable more corn and oats sown this year than last; have had just enough rain to make grain grow well.—T. L. Dahl.

Minneapolis, Minn., May 5.—During the past week general rains have fallen over practically all portions of Minnesota, North and South Dakota. Temperatures have been low, but we have had no reports of damage by frost. The wet weather has delayed late seeding of coarse grains, but has produced ideal growing conditions for all kinds of grain which were already in the ground. Our reports indicate that wheat is up and the stand and color are excellent. Oat seeding is practically completed except in the northern part of North Dakota, and barley seeding is progressing rapidly.—The Van Dusen-Harrington Co.

MISSOURI.

Brookfield, Mo., May 5.—Have had several dry years, very dry at present.—Clements Mlg. Co.

Napoleon, Mo., May 3.—Wheat looks good in this country; corn about ½ planted.—A. F. Wegener, mgr. Napoleon Elvtr. Co.

Metz, Mo., May 7.—Fine prospects for wheat, oats and corn; having plenty of rain.—W. W. Van Dyke, mgr. People's Elvtr. Co.

Burlington Junction, Mo., May 4.—Wheat looking fine; none plowed up this year, large amount plowed up last year; no Hessian fly this year.—C. J. Rees.

Blodgett, Mo., May 4.—Crop only looks reasonably well; crop needing more good rain than it is getting.—J. W. Parker, mgr. Blodgett Elvtr. & Grain Co.

Berger, Mo., May 3.—Coming wheat crop looks very promising; corn is mostly all planted under excellent conditions; altogether outlook is fine.—Berger Milling Co.

Cameron, Mo., Apr. 26.—Outlook for small grain not very bright; corn is about all planted; chinch bug bad in wheat, otherwise it looks good.—W. H. Seaton Grain Co.

Bigelow, Mo., May 11.—Wheat acreage not as large as last year; prospects not as good. Hessian fly and chinch bugs doing considerable damage.—Bigelow Grain Co.

St. Joseph, Mo., May 5.—Wheat in fine condition, about two weeks earlier than usual; present condition indicates general harvest by June 15th. Jno. O. Winn, Supervising Inspector.

LaRussell, Mo., May 6.—Wheat promising; complaint of chinch bugs in certain localities but not general; oats promising; corn coming up with a good stand generally.—Forsythe Mlg. Co.

Columbia, Mo., May 1.—The present indications are that there will be an increase of 1% in acreage over the 1914 crop which was grown on 7,421,678 acres. Wheat condition for the state is now 90, compared with 88.8 one month ago. The 10-year May 1 average condition for wheat is 86. One year ago it was 101.8, the highest for the decade. During April many fields of late seeding made very decided gains in condition. The growing plant is strong, vigorous and of splendid color. The Missouri oat acreage for 1915 is practically the same as for last year—about 900,000 acres. In some parts of the state the growing plant is in need of moisture. Condition of oats for the state is 92. However, there is nothing at this time to cause any alarm as to the outlook for oats. It is estimated that 70% of the corn land has been plowed. This is 10 per cent better than one year ago. Soil condition is good, being 91 for the state. More than one-third—35 per cent—of the corn crop has been planted. This is an advance of 9 per cent over the 10-year May 1 planting.—Missouri Agricultural Department.

Arbela, Mo., May 4.—Wheat looking fine; oats needing rain.—A. J. Robinson.

MONTANA.

Reserve, Mont., May 7.—Rain badly needed.—A. E. Odegard, mgr. Farmers Elvtr. Co.

Ryegate, Mont., May 7.—Some trouble with army worm; most of winter wheat looking good.—J. A. Black.

Harlem, Mont., May 6.—Crop prospects are good; need rain.—Agt. St. Anthony & Dakota Elvtr. Co.

Bynum, Mont., May 7.—Seeding of spring grain about finished; weather has been ideal and with present rains bids well for a good start; winter wheat doing fine; no reports of cut worms.—James Corgill.

Coburg, Mont., May 7.—Early sown grain looking good; having had no rain this spring altho there is considerable moisture in ground; rain would help late sown grain; some damage done by army worm but nothing serious.—G. C. Mead Ind. Elvtr.

NEBRASKA.

Cozad, Neb., May 7.—Crops looking great.—Wm. G. Adams.

Shelton, Neb., Apr. 25.—The new crop will be a bumper.—Shelton Grain Co.

Wilcox, Neb., May 6.—Plenty of rain, good prospects.—J. M. Olander, agt. W. M. Bruce.

Wallace, Neb., May 5.—Large acreage of wheat; could not look better.—H. E. Powers.

Verona, Neb., Apr. 30.—Brilliant prospects of a world beater of a wheat crop this year.—X.

Lebanon, Neb., May 7.—Wheat looking fine; plenty of moisture.—F. W. Hoobler, Duff Grain Co.

Willow Island, Neb., May 10.—About 20% of corn crop in farmers hands; very little wheat left.—Dan Lyons.

Arapahoe, Neb., May 6.—Acreage little below normal; conditions excellent.—Farmers Co-operative Grain Ass'n.

West Point, Neb., May 6.—Small grain prospect very good at this time; corn planting has commenced.—F. D. Sharrar.

Axtell, Neb., May 5.—Crop conditions are the best; looks like a bumper this year if it continues.—Axtell Grain & Elvtr. Co.

Wahoo, Neb., May 5.—Winter wheat never in better condition; stand oats good and growing fine; planting corn in full swing.—John Dolezal.

Barneston, Neb., Apr. 23.—Wheat at present is fine with a larger acreage than last year; oats coming up; farmers preparing ground for corn.—I. H. Spencer, mgr. Lincoln Grain Co.

Superior, Neb., May 5.—Have seldom experienced so favorable a spring season; prospects for crops flattering with abundant subsoil moisture; weather conditions have caused rapid growth of wheat and harvest may be as early as last year.—Elliott & Myers.

NORTH DAKOTA.

Buffalo, N. D., May 5.—Crops looking good; have had lots of rain.—Farmers Elvtr. Co.

Brinsmade, N. D., May 7.—Ground dry, rain needed; germination spotted.—Thos. Ose Elvtr. Co.

Van Hook, N. D., Apr. 21.—Wheat seeding well advanced; ground in fine condition.—S. D. Safford.

Aneta, N. D., May 7.—Crop went into ground in fine shape; have had about a week of damp rainy weather.—W. O. Jameson.

Werner sta. (Holiday p. o.), N. D., Apr. 20.—Seeding pretty well along, acreage increased about 15%.—Chas. E. Mutschler, agt. Star Elvtr. Co.

Carson, N. D., May 6.—Wheat all sown coming up in great shape; weather conditions could not have been better, plenty of moisture; wheat crop will be very large; wheat acreage increased 40% on account of high prices.—C. L. Matt, Carson Mlg. Co.

OHIO.

Van Wert, O., May 8.—Prospects for oats good; corn planting just begun.—C. T. Pierce.

Marion, O., May 7.—Wheat and oats fine; acreage of corn large.—Ruffing & Missler.

Middletown, O., May 5.—Wheat looking fine; corn planting over half done.—F. O. Diver Mlg. Co.

Upper Sandusky, O., May 5.—Wheat and oats never looked better; corn ½ planted.—Bowen & Baumunk.

Nova, O., May 5.—Wheat is a full 100% as to condition and acreage and oats is about 80%.—E. E. Miller & Co.

Pioneer, O., May 5.—Wheat acreage large, prospects of a very large crop; have had enough rain to last until June.—The Pioneer Elvtr. Co.

New Carlisle, O., Apr. 21.—Corn crop was short this year; wheat and oats acreage large; look fine; fly bothered some but not as much as expected.—C. Mercer & Son.

Kent, O., May 1.—The growing crop is all that could be asked; looks now like a harvest in excess of last year; acreage is somewhat increased and weather has been ideal for growing wheat, this together with fact that wheat passed the winter in A No. 1 shape, makes prospects very encouraging.—The Williams Bros. Co.

New Vienna, O., May 4.—Timely rains have put the growing wheat in good shape; some complaint of Hessian fly, but whether any damage has been done time alone will tell; corn now going in ground, have never seen the season more favorable being almost a month ahead of most years.—Boden Brothers.

Osborne, O., May 4.—Acreage on wheat about 10% larger than it was a year ago; acreage on corns and oats about the same as last year; condition of growing wheat almost perfect; farmers have most of their corn planted; oats were put in under favorable conditions; look for a big crop of all kinds of grain.—M. L. Finnell, pres. and gen. mgr. The Tranchant & Finnell Co.

Columbus, O., May 1.—The month of April having been very favorable to wheat growth, the plant shows a healthy increase in condition over that reported one month ago. Present growing condition is estimated at 94% compared with an average. On May 1st last year wheat condition was estimated at 99%. In a few of the southern counties of the State, the plant is not in a thriving condition, but generally over the state the growing condition at this time is most satisfactory. The reported damage by Hessian fly and other insects is only 3%. Rain is badly needed. The present market price of wheat is reported at \$1.47 per bushel. Compared with last year a slightly increased area has been seeded to oats. Correspondents estimate that 1,369,049 acres have been sown. This is 102% compared with the 1914 acreage. Conditions at seeding time were most favorable. Last year was an exceedingly poor one for oats. The harvest resulted in one of the smallest productions Ohio had recorded in a number of years. The average production per acre was but thirty bushels. Unless growing conditions are most unfavorable, the coming harvest should far exceed the production of 1914. The present market price of oats is reported at 58c per bushel. Acreage of spring barley sown compared with 1914 is 95%, winter barley compared with average 98%, barley sown last fall 27%, barley sown this spring 73%. Rye shows a healthy growing condition, being estimated at 96% compared with an average. All farm work is well advanced. Corn planting and plowing is in progress over the state. The agricultural outlook in Ohio is bright. Harvests generally should produce more and better crops than those of last year. Warm rains during the present month would tend greatly to the benefit of farmers.—A. P. Sandels, Com's'ner-in-Charge, Division of Agriculture, Agricultural Commission of Ohio.

Oberlin, O., May 4.—Acreage of wheat is larger than usual; condition first class.—Ackelson & Champney.

OKLAHOMA.

Guymon, Okla., May 7.—Wheat looks good for this time of year.—Pioneer Realty & Grain Co.

Hollister, Okla., May 5.—Too much rain at present but crop conditions are normal.—G. G. Black.

Custer, Okla., May 6.—We are having a little too much rain at present, but the crop looks fine.—Wheeler Bros. Grain Co.

Sentinel, Okla., May 6.—Have better prospects for crop of wheat and oats than for 10 years.—A. T. Jones, agt. Wilbur Miltenberger.

Ringwood, Okla., May 7.—Wheat looking fine; larger acreage and better prospects than last year; plenty of rain.—S. C. Craig, Craig & Co.

Pawhuska, Okla., May 5.—Wheat looks good. Chinch bugs have bothered some but the heavy rains will soon do away with them.—Pawhuska Mill & Elvtr. Co.

Chelsea, Okla., Apr. 25.—Crops are splendid at present, but we are getting a little too much rain. This is liable to damage the corn crop.—U. S. Jefferies, mgr. Chelsea Mill & Elvtr. Co.

Tulsa, Okla., May 5.—Growing wheat and oats in perfect condition. Wheat ready to head. Acreage larger than for years. Corn is late owing to rain and acreage smaller than usual.—Rea-Reed Mill & Elvtr. Co.

Tulsa, Okla., May 5.—Corn is not up, wheat is fair and oats are thin, but look good. Will have to replant 25% to 50% of the seed owing to washing out. Okla. will raise about 50,000,000 bus. of wheat.—Wilcox & Son.

Cherokee, Okla., Apr. 26.—Growing wheat in alfalfa county is 100%. Rains have laid considerable wheat down but everyone is pleased with the outlook. Fields are knee high and of good color.—W. B. Currier, mgr. Cherokee Mills.

Perkins, Okla., May 6.—Some wheat down from the continued rain, some farmers talking rust, but with two weeks dry weather small grain would be in fine shape for harvest; corn planting late this year; larger acreage of all kinds of grain than usual.—E. M. Ward.

SOUTH DAKOTA.

Cresbard, S. D., May 3.—About 90% of seeding done; crop condition very good.—Farmers Elvtr. Co.

Doland, S. D., May 5.—Crops looking good; large acreage put to wheat and corn.—Farmers Elvtr. Co.

Salem, S. D., May 6.—Have had lots of rain, crops look fine; corn planting has started.—Farmers Grain & Coal Co.

Elkport, S. D., May 4.—Winter wheat is doing fine; spring wheat got in the ground late but is coming up in fine shape.—L. N. Lewison, Elkhorn Elvtr. Co.

Elkton, S. D., May 4.—Crops sown, looking fine; prospects promising for a large crop; corn acreage 25% larger than 1914.—Geo. E. Hoch.

Crandon, S. D., May 4.—The outlook for a crop was never better at this time of the year; plenty of rain and everything looks fine.—G. G. Stahl, mgr. Crandon Farmers Elvtr. Co.

Howard, S. D., May 5.—Will be more corn planted this year than formerly; on account of the spring being late and excessively wet a good many farmers were unable to sow small grain at the proper time.—W. C. Boorman.

Garden City, S. D., May 6.—Spring opened a little late but small grain is mostly in now; ground in fine condition; Marquis wheat has taken the place of blue stem and V. C. main wheat crop is durum; barley acreage is being reduced from 10 to 20%, more corn will be planted.—M. R. Otter, mgr. Garden City Farmers Merc. & Elvtr. Co.

TENNESSEE.

Sevierville, Tenn., Apr. 23.—Wheat looking good account warm weather; about $\frac{3}{4}$ crop expected.—Sevierville Grain & Feed Co.

TEXAS.

Amarillo, Tex., May 2.—Crop conditions never better.—Early Grain Co.

Decatur, Tex., Apr. 27.—Wheat prospects fine; plenty of rain.—Lillard Mlg. Co.

Pharr, Tex., Apr. 21.—Corn acreage increased 30% over that of last year.—Geo. E. Thomas, Louisiana Rio Grande Canal Co.

Bartlett, Tex., May 5.—Acreage in grain has been considerably increased; some of wheat so poor that it has been plowed up, more will be plowed up; oats are generally doing well; are having too much rain, if continues the crop will probably be lost.—W. T. Cox.

VIRGINIA.

Danville, Va., May 4.—Corn 25% more than late years, land well prepared; wheat 15 to 25% more acreage, but too early to have any idea of yield.—Booth Bros.

WASHINGTON.

Mansfield, Wash., May 4.—Spring ideal; seeding done; plenty of moisture and Russian thistle.—Mansfield Elvtr. & Whse. Co.

WISCONSIN.

Stevens Point, Wis., May 4.—Crops look good, especially rye; need more rain.—W. W. Mitchell.

Lena, Wis., May 4.—Had fine weather during April, seeding about all done; weather dry up to May 1, but had some rain past 2 or 3 days that did lots of good.—J. N. Bassett.

Atwater, Wis., May 6.—The soil this season worked very nice; crops are about two weeks earlier than for a number of years; have had good rains and cool weather; seeded grains making as good progress as can be expected; farmers are now putting in corn which is two weeks earlier than usual; outlook for crop better at present than it has been for a number of years; acreage of barley and oats about same percentage as last year.—Gustav Beske.

Burkhardt, Wis., May 6.—Seeding about completed; considerable more wheat sown this year than 1914; fairly large proportion of oats, but probably less barley; will be a good proportion of wheat and oats in this year's crop; Marquis wheat sowed last year with good results, the seed of this grain has been in demand on account of earlier maturity and better yield than others for milling purposes.—Burkhardt Mlg. & Elect. Power Co.

Government Crop Report.

Washington, May 7.—The Crop Reporting Board of the Bureau of Crop Estimates, United States Dept. of Agriculture, estimates the area of winter wheat to be harvested was about 40,169,000 acres on May 1 or 2.7%, 1,094,000 acres, less than the area planted last autumn, but 11.6%, 4,161,000 acres, more than the area harvested last year, viz.: 36,008,000 acres.

The average condition of winter wheat on May 1 was 92.9, compared with 88.8 on Apr. 1, 95.9 on May 1, 1914, and 87.4, the average for the past ten years on May 1.

A condition of 92.9% on May 1 is indicative of a yield per acre of approximately 17.3 bus., assuming average variations to prevail thereafter. On the estimated area to be harvested, 17.3 bus. per acre would produce 693,000,000 bus., or 1.2% more than in 1914, 32.3% more than in 1913, and 73.2% more than in 1912. The out-turn of the crop will probably be above or below the figures given above according as the change in conditions from May 1 to harvest is above or below the average change.

Details for winter wheat states follow:
Condition May 1

States.	*Acreage, acres remaining to be harvested.	1915.	1914.	10-year av.	Forecast 1915 from May 1 condition.	Bushels.
N. Y.	377	93	95	85		7,900
N. J.	78	81	93	92		1,200
Penn.	1,299	80	94	92		19,700
Del.	125	84	94	93		1,900
Md.	638	83	94	92		9,200
Va.	1,226	86	95	93		14,200
W. Va.	260	90	95	91		3,300
N. C.	1,053	89	92	91		11,000
S. C.	238	82	88	86		2,500
Ga.	298	83	90	88		3,200
Ohio	2,063	92	96	84		36,800
Ind.	2,764	93	98	85		47,600
Ill.	2,875	92	97	85		50,500
Mich.	953	92	92	83		17,400
Wis.	86	91	89	89		1,700
Minn.	57	93	89	..		1,200
Iowa	531	97	95	90		12,600
Mo.	2,773	92	99	87		45,400
S. D.	92	100	88	..		1,500
Neb.	3,601	99	94	88		74,900
Kan.	8,472	93	96	84		141,800
Ky.	821	78	98	90		9,200
Tenn.	833	85	97	90		9,200
Ala.	92	81	92	88		1,000
Miss.	2	84	90	87		24
Tex.	1,360	96	90	81		20,900
Okla.	3,077	98	96	85		46,100
Ark.	180	97	97	88		2,300
Mont.	649	94	96	94		16,800
Wyo.	53	97	96	94		1,400
Colo.	268	97	95	91		6,500
N. M.	54	99	93	88		1,300
Ariz.	40	99	94	..		1,300
Utah	245	95	99	94		5,800
Nev.	22	95	97	98		500
Ida.	378	96	99	96		10,500
Wash.	1,127	98	98	94		30,900
Ore.	669	95	102	96		15,300
Cal.	440	92	95	81		8,300
U. S.	40,169	92.9	95.9	87.4		693,000

*Three 000 omitted.

Rye on May 1 showed a condition of 89.8; compared with 89.5 on Apr. 1, 93.4 on May 1, 1914, and 90.6, the average for the past ten years on May 1.

The average condition of meadow (hay) lands on May 1 was 89.8, compared with 90.9 on May 1, 1914, and a ten-year average on May 1 of 88.6.

Stocks of hay on farms May 1 are estimated as 8,468,000 tons (12.1% of crop), against 7,832,000 tons (12.2%) on May 1, 1914, and 7,969,000 tons (11.9%), the five-year average on May 1.

Of spring plowing 78.3% was completed up to May 1, compared with 70.9% on May 1, 1914, and a ten-year average on May 1 of 68.0.

Of spring planting 65.3% was completed up to May 1, compared with 56.4% on May 1, 1914, and a nine-year average on May 1 of 54.8.

The Grain Trade's Activity.

	1914-15.	1913-14.
WHEAT CROP, U. S., bus.	891,017,000	754,380,000
Wheat receipts primary markets, July 1 to May 8, 1915, bus.	420,491,000	296,619,000
U. S. wheat exports, July 1 to May 6, 1915, bus.	281,920,000	162,319,000
Argentine wheat exports, Jan. 1, 1914, to May 6, 1915, bus.	94,312,000	131,914,000
Wheat, visible supply, May 3, 1915, bus.	26,439,000	43,378,000
Canadian visible wheat supply, May 3, 1915, bus.	10,653,000	17,432,000
FLOUR EXPORTS, July 1 to May 6, 1915, bbls.	13,558,900	10,497,708
OATS CROP, U. S., bus.	1,141,060,000	1,128,768,000
Oats receipts, primary markets, Aug. 1 to May 8, 1915, bus.	247,735,000	185,050,000
U. S. oats exports, July 1 to May 6, 1915, bus.	78,225,000	13,337,000
Oats, visible supply, May 3, 1915, bus.	23,022,000	13,262,000
CORN CROP, U. S., bus.	2,672,804,000	2,446,988,000
Corn, visible supply, May 3, 1915, bus.	20,203,000	9,380,000
Corn receipts, primary markets, July 1 to May 8, 1915, bus.	235,309,000	207,253,000
Argentine corn receipts, Jan. 1, 1914, to May 6, 1915, bus.	186,497,000	211,853,000
RYE EXPORTS, U. S., July 1 to May 6, 1915, bus.	11,445,000	1,427,000
BARLEY EXPORTS, U. S., July 1 to May 6, 1915, bus.	9,611,000	9,557,000
Chicago Board of Trade Clearings, April, 1915.	\$6,875,824	\$6,149,669.50

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

COLORADO.

Akron, Colo., May 8.—Practically all old wheat has been marketed.—Edw. T. Long.

Haxtum, Colo., May 8.—Has been 460 cars of grain shipped out since July, 1914.—H. E. Robbins, agt., O. L. Mitten Grain Co.

ILLINOIS.

Lynn Center, Ill., May 4.—Old oats nearly all gone.—Roberts & Anderson.

Lincoln, Ill., May 4.—Not much grain moving.—Township Line Grain Co.

Bloomington, Ill., Apr. 26.—Business good for this time of year; are buying some new wheat and new oats.—Worth-Gyles Grain Co.

Peterstown sta. (Mendota p. o.), Ill., Apr. 25.—Most all corn in farmers hands still.—T. C. Sondgeroth, sec'y-mgr. Farmers Elvtr. Co.

Farmer City, Ill., May 7.—Thirty per cent of 1914 crop of corn still left to move. Producers have set 75c as their price and seem to be determined to hang on for that figure; wheat and oats will head two weeks earlier than usual with favorable weather will move 10 days earlier than usual and freely at prevailing prices.—C. F. Scholer.

INDIANA.

Homer, Ind., May 5.—No wheat in farmers hands; no corn for market.—E. A. Jarrett.

Shelby, Ind., May 5.—Very little of old crop left.—H. A. Hildebrandt, mgr. C. E. Nichols & Co.

Francesville, Ind., May 7.—Not much corn coming to town just now, farmers too busy.—Farmers Elvtr. Co.

Wabash, Ind., May 5.—Movement of grain light, as stocks in country are light and firmly held.—The Morrow Grain Co.

Geneva, Ind., May 5.—Surplus of old wheat very small; surplus of oats small; plenty of corn back in farmers cribs.—Geneva Elvtr. Co.

Goshen, Ind., May 7.—Movement of wheat in this locality is very light at present as farmers are busy plowing for corn.—F. E. C. Hawks, pres. Goshen Mlg. Co.

IOWA.

La Porte City, Ia., Apr. 30.—Oats about all shipped; about 20 or 25% corn in farmers hands at this time.—F. E. Hoyt.

Grundy Center, Ia., Apr. 27.—No grain moving; a few oats back; little corn will move under 65c until fall.—E. E. Billings.

KANSAS.

Clyde, Kan., May 8.—About 10% of old crop in farmers hands.—Chas. Mather.

MICHIGAN.

Lansing, Mich., May 7.—Total number of bus. wheat marketed by farmers in April is 224,349 bus. The estimated total number of bus. wheat marketed in the 9 months August-April is 10,015,290. Total number of bus. of wheat remaining in farmers hands is 2,000,000 bus. after deducting 2,000,000 bus. for seed and home consumption.—Coleman C. Vaughan, sec'y of state.

MINNESOTA.

Long Prairie, Minn., May 6.—About 3% grain left in farmers hands.—Erwin Elvtr. Co.

Lime Creek, Minn., May 5.—Not much grain moving at present; some grain in farmers' hands which will move right after corn planting.—J. F. Holimka.

MISSOURI.

Bigelow, Mo., May 11.—Very little grain remains in farmers hands.—Bigelow Grain Co.

La Russell, Mo., May 6.—But little old wheat in the farmers' hands.—Forsythe Mlg. Co.

Blodgett, Mo., May 4.—Scarcely any wheat in the hands of the farmers.—J. W. Parker, mgr. Blodgett Elvtr. & Grain Co.

Arbela, Mo., May 4.—No grain in store or farmers hands; very little being shipped in, as there are no stock on feed.—A. J. Robinson.

Burlington Junction, Mo., May 4.—Few cars of wheat to be shipped as soon as farmers are well along with their corn planting.—C. J. Rees.

MONTANA.

Butte, Mont., May 6.—Oats and wheat scarce.—Royal Mlg. Co.

Coburg, Mont., May 5.—No grain shipped out on last year's crop.—Geo. C. Mead.

Three Forks, Mont., May 10.—Will be about 200,000 bu. of wheat handled this year if nothing happens.—B. F. Anderson

Rudyard, Mont., May 5.—Expect 250,000 to 300,000 bus. grain this year; previous years up to 150,000 shipped.—J. R. McCabe, agt., International Elvtr. Co.

Reserve, Mont., May 7.—Have shipped 200,000 bus. of wheat, 10,000 bu. of oats and barley since Aug. 1, 1914.—A. E. Odegaard, mgr. Farmers Elvtr. Co.

NEBRASKA.

Wahoo, Neb., May 5.—Wheat practically all sold; about 1/2 corn and oats in farmers hands.—John Dolezal.

Arapahoe, Neb., May 6.—Probably about 10% old wheat in farmers hands.—Farmers Co-operative Grain Ass'n.

Willow Island, Neb., May 10.—Wheat acreage fully as large as last year and looking extra good; plenty of moisture.—Dan Lyons.

Hastings, Neb., Apr. 30.—Quite a large amount of wheat still left in farmers hands which will probably move during the next few weeks.—X.

NORTH DAKOTA.

Aneta, N. D., May 7.—No grain left in farmers hands.—W. O. Jameson.

OHIO.

Marion, O., May 7.—Old grain about gone.—Ruffing & Missler.

New Vienna, O., May 4.—Old wheat almost exhausted.—Boden Brothers.

Oberlin, O., May 4.—A very small part of last year's crop in the farmers' hands yet.—Ackelson & Champney.

SOUTH DAKOTA.

Elkton, S. D., May 4.—About 20% of last year's crop in farmers hands.—Geo. E. Hoch.

Doland, S. D., May 5.—On account of prevailing high prices there is not much grain left in farmers hands.—Farmers Elvtr. Co.

Elkpoint, S. D., May 4.—Old wheat is practically all out of farmers hands; probably 15% of corn to be moved to market at this time.—L. N. Lewison, Elkpoint Elvtr. Co.

Garden City, S. D., May 6.—No grain in farmers hands except ends left from seeding; elevators also about cleaned out.—M. R. Otter, mgr. Garden City Farmers Merc. & Elvtr. Co.

Crandon, S. D., May 4.—Will not have more than two cars of wheat before the new crop; on account of high prices everybody has cleaned up.—G. G. Stahl, mgr. Crandon Farmers Elvtr. Co.

Howard, S. D., May 5.—Very little grain remains in farmers hands with the exception of corn; will probably be quite a little June shelling by farmers if prospects look good at that time for the coming crop.—W. W. Boorman.

TENNESSEE.

Sevierville, Tenn., Apr. 23.—Wheat about all moved; farmers holding corn for 80c; not much moved yet.—Sevierville Grain & Feed Co.

Exports of Grain Heavy.

STEAMER FRANKMOUNT has cleared at Portland, Me., for London, with 180,000 bus. of grain.

NORWEGIAN SHIP AGGIE cleared at San Francisco April 30 with 55,070 centals of barley and 13,759 centals of beans for Malmö, Sweden.

STEAMER HARPERLY cleared at New Orleans recently with 500,000 bus. of oats for export to England. This is the largest cargo of that grain ever exported from a Gulf Port.—B.

BLUE FUNNEL LINER Protesilaus is being loaded at Seattle, Wash., with the largest cargo of wheat ever exported from that port for the British Isles. The shipment will consist of 300,000 bus.

GRAIN EXPORTS thru Boston have been given a great impetus by the reduction of ocean freight rates from 26c to 20c per bushel. As soon as the reduction was announced British agents booked 500,000 bus. to leave immediately.

THREE VESSELS cleared at Philadelphia during the last week of April with cargoes of wheat for France. The Jata Mendi carries 230,313 bus. for La Pallice, the Nurtereton 366,523 bus. for Marseilles and the Wagner, 183,555 bus. for Marseilles.

GALVESTON, TEX., May 4.—Indications point to another fairly good month's export business, 3 large steamers being already in port loading wheat, and 2 more expected daily. Those in port are the Minnie de Larrinaga, Hova and Gedding-ton Court.—M.

Wheat Movement in April

Receipts and shipments of wheat at the various markets during April, 1915, compared with April, 1914, were in bus., as follows:

	Receipts.		Shipments.	
	1915.	1914.	1915.	1914.
Winnipeg	6,744,375	.....	7,408,300	.....
Minneapolis	3,513,450	5,623,380	2,632,470	1,916,340
Chicago	2,818,000	1,484,000	1,902,000	2,007,000
Kansas City	2,308,950	872,100	1,645,650	3,916,350
Baltimore	2,044,070	530,537	2,210,743	600,738
Duluth	1,853,896	1,177,499	8,741,034	2,943,581
St. Louis	1,174,203	1,237,996	895,430	1,420,120
Wichita	903,600	591,600	567,800	342,700
Omaha	758,400	506,400	402,000	613,000
Toledo	322,000	134,000	159,600	186,500
Cincinnati	219,159	147,439	210,731	170,769
Milwaukee	226,250	371,175	108,729	269,987
Louisville	211,050	249,900	.....	10,900
Indianapolis	122,000	45,000	25,000	3,000
S. F. (elsewhere)	3,329	14,297	.....	.....
New Orleans	.....	.....	4,017,149	889,290
Galveston	.....	.....	2,709,450	.....

Exports of Grain. Weekly.

	WHEAT.		OATS.	
	1914.	1913.	1914.	1913.
July 4 to Dec.	168,699,000	112,304,000	37,632,000	8,817,000
Week ending	1915.	1914.	1915.	1914.
Jan. 4	5,807,000	3,626,000	717,000	51,000
Jan. 11	7,362,000	4,562,000	124,000	296,000
Jan. 18	7,062,000	3,686,000	189,000	279,000
Jan. 23	5,664,000	2,794,000	1,474,000	263,000
Jan. 30	5,938,000	1,507,000	1,943,000	133,000
Feb. 6	8,294,000	3,433,000	1,779,000	128,000
Feb. 13	6,795,000	2,661,000	1,879,000	223,000
Feb. 20	7,128,000	2,035,000	1,730,000	154,000
Feb. 27	4,853,000	2,191,000	2,412,000	172,000
Mar. 6	5,805,000	3,185,000	1,116,000	112,000
Mar. 13	4,206,000	2,751,000	1,607,000	88,000
Mar. 20	4,071,000	3,382,000	1,364,000	180,000
Mar. 27	5,034,000	1,458,000	3,214,000	114,900
Apr. 3	7,082,000	2,196,000	3,168,000	82,000
Apr. 10	4,500,000	1,707,000	2,399,000	271,000
Apr. 17	4,915,000	2,140,000	4,141,000	279,000
Apr. 24	7,537,000	1,455,000	5,137,000	139,000
May 1	5,563,000	2,061,000	4,414,000	444,000

Tl. 276,345,000; 159,134,000; 77,109,000; 12,225,000

Corn Movement in April

Receipts and shipments of corn at the various markets during April, 1915, compared with April, 1914, were in bus. as follows:

	Receipts.		Shipments.	
	1915.	1914.	1915.	1914.
Chicago	3,877,000	2,139,000	9,309,000	6,705,000
Baltimore	2,940,345	197,080	4,503,941	51,334
St. Louis	2,126,895	1,010,430	1,080,780	971,450
Omaha	1,982,400	1,635,600	2,580,800	3,226,300
Indianapolis	1,092,000	787,000	443,000	478,000
Minneapolis	1,457,500	1,755,000	2,370,000	1,623,750
Kansas City	876,840	395,680	932,740	675,880
Milwaukee	616,975	376,125	1,390,054	804,366
Louisville	473,655	793,730	316,415	784,755
Cincinnati	454,260	585,211	369,477	620,682
Toledo	363,600	205,200	184,800	289,600
Wichita	95,700	246,300	36,600	165,400
Duluth	16,484	.....	1,948,509	260,114
S. Frisco (tons)	1,047	907	.....	.....
New Orleans	.....	.....	304,765	109,930

Rye Movement in April

Receipts and shipments of rye at the various markets during April, 1915, compared with April, 1914, were, in bus., as follows:

	Receipts.		Shipments.	
	1915.	1914.	1915.	1914.
Baltimore	883,333	295,591	604,754	313,145
Chicago	172,000	218,000	73,000	190,000
Milwaukee	102,660	162,305	65,460	194,661
Minneapolis	93,980	220,960	132,480	182,820
Kansas City	26,400	12,100	8,800	1,100
Omaha	22,000	7,700	17,000	6,000
Cincinnati	18,451	30,640	9,430	12,844
St. Louis	9,900	9,900	9,350	7,490
Duluth	9,662	10,824	40,803	49,485
Wichita	4,000	.....	4,000	.....
Toledo	3,000	3,000	9,900	1,500
Louisville	2,700	74,700	23,850	48,670

Barley Movement in April

Receipts and shipments of barley at the various markets during April, 1915, compared with April, 1914, were in bus., as follows:

	Receipts.		Shipments.	
	1915.	1914.	1915.	1914.
Chicago	1,340,000	1,452,000	532,000	549,000
Minneapolis	955,200	899,540	1,495,770	1,678,750
Milwaukee	731,280	876,300	304,224	240,082
Winnipeg	301,600	.....	571,050	.....
Baltimore	267,071	5,497	128,474	.....
St. Louis	127,200	96,000	17,020	23,530
Kansas City	79,800	11,200	103,600	2,800
Omaha	64,400	29,400	3,000	.....
Louisville	64,234	65,736	633,729	312,876
Duluth	41,400	96,300	5,100	.....
Cincinnati	38,954	79,349	4,312	11,978
S. Frisco (tons)	25,127	15,924	.....	.....
Toledo	1,000	9,000	.....	.....

Com'te of Council of Grain Exchanges.

It has not yet been decided by the Council of Grain Exchanges whether or not to hold a semiannual meeting in June.

Com'tes appointed by Pres. Lowell Hoit are:

Educational Com'te: J. C. F. Merrill, Chairman, Board of Trade, Chicago; W. C. Mitchell, Board of Trade, Duluth, Minn.; J. L. Messmore, Merchants Exchange, St. Louis, Mo.

B/L Com'te: C. A. Magnuson, Chairman, Chamber of Commerce, Minneapolis, Minn.; Herbert Sheridan, Chamber of Commerce, Baltimore, Md.; J. S. Brown, Board of Trade, Chicago, Ill.; D. F. Plazek, Board of Trade, Kansas City, Mo.

Uniform Rules Com'te: J. P. Griffin, Chairman, Board of Trade, Chicago; C. Vincent, Grain Exchange, Omaha, Neb.; H. L. Goemann, Mansfield, O.; L. W. Forbell, Produce Exchange, N. Y.

Crop Improvement Com'te: Frank G. Coe, Chairman, Board of Trade, Chicago; Edw. A. Doern, Vice-Chairman, Board of Trade, Chicago; G. A. Moore, Board of Trade, Kansas City, Mo.; J. Collin Vincent, Chamber of Commerce, Baltimore, Md.; E. S. Westbrook, Grain Exchange, Omaha, Neb.; F. A. McLellan, Corn Exchange, Buffalo, N. Y.; E. G. Broenniman, Produce Exchange, New York, N. Y.; N. L. Moffitt, Merchants Exchange, St. Louis, Mo.; Mark Mennel, Produce Exchange, Toledo, O.; A. R. Templeton, Chamber of Commerce, Milwaukee, Wis.; H. J. Atwood, Board of Trade, Duluth, Minn.; Jacob Menderson, Chamber of Commerce, Cincinnati, Ohio; E. Clemens Horst, Chamber of Commerce, San Francisco, Cal.; Herman W. Danforth, Nat'l Council Farmers Co-operative Companies, Washington, Ill.; J. H. Sherman, Board of

Trade, Wichita, Kan.; W. T. Cornellson, Board of Trade, Peoria, Ill.; Fred N. Rowe, Grand Rapids, Mich.

The Sec'ys of the Council and the Crop Imp. Com'te hold over.

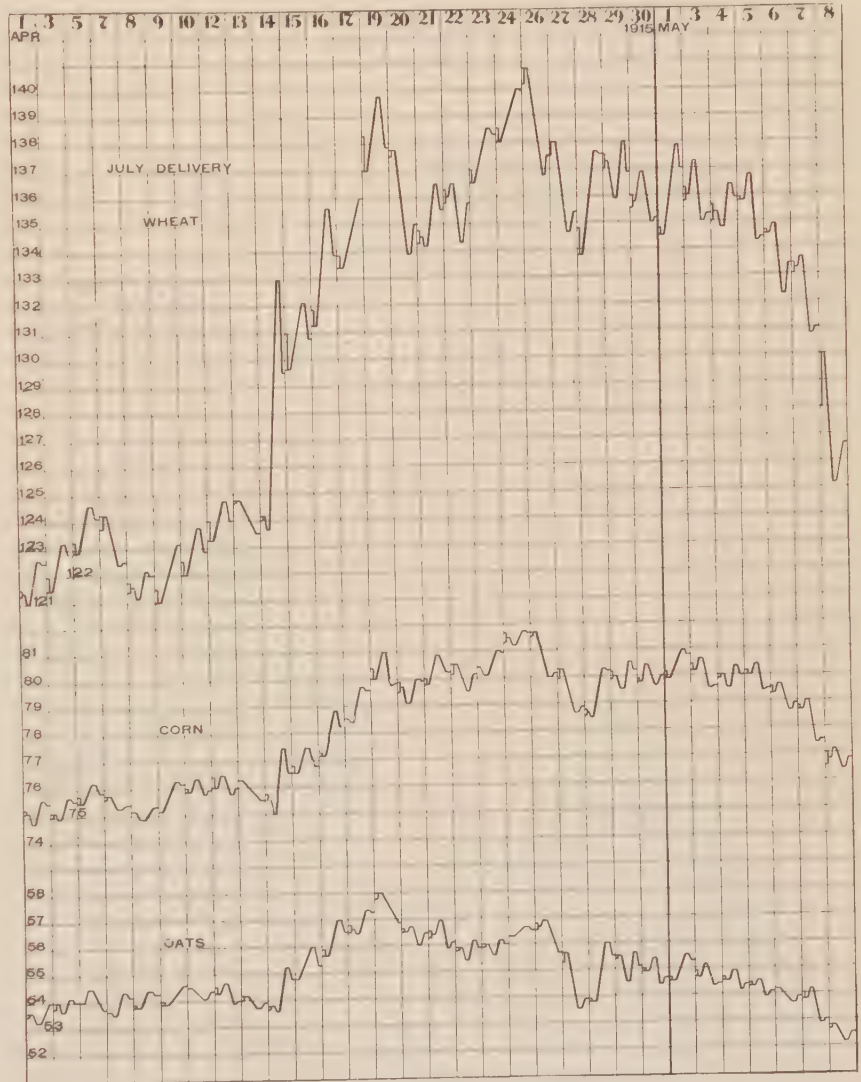
Chicago Futures

Opening, high, low and closing quotations for wheat, corn and oats for July delivery, during the last two weeks at Chicago, are given below. For complete collections of similar charts see the Journal's Chart Book.

Oats Movement in April

Receipts and shipments of oats at the various markets during April, 1915, compared with April, 1914, were in bus. as follows:

	Receipts.		Shipments.	
	1915.	1914.	1915.	1914.
Chicago	6,712,000	5,895,000	8,924,000	7,849,000
Baltimore	5,162,272	450,573	4,568,938	56,605
Winnipeg	2,036,800	.....	4,120,350	.....
St. Louis	1,810,500	1,460,300	1,642,010	1,726,010
Milwaukee	1,582,700	989,900	2,607,073	1,430,478
Toledo	967,200	49,600	702,300	172,400
Louisville	932,900	613,200	1,170,890	573,135
Minneapolis	870,170	845,170	2,746,910	2,087,850
Omaha	705,500	802,400	907,500	1,636,500
Duluth	571,449	72,303	3,022,334	1,535,080
Kansas City	544,000	486,200	746,300	1,125,000
Cincinnati	498,879	465,935	451,300	416,503
Indianapolis	483,000	231,000	273,000	101,000
Wichita	20,000	56,000	17,000	47,800
S. Frisco (tons)	2,352	1,113	.....	.....
New Orleans	.....	.....	64,465	3,120



Daily Closing Prices.

The closing prices for wheat and corn for July delivery at the following markets for the past two weeks have been as follows:

	JULY WHEAT							
	Apr. 26.	Apr. 27.	Apr. 28.	Apr. 29.	Apr. 30.	May. 1.	May. 3.	May. 4.
Chicago	137 1/2	135 3/4	137 1/2	136 3/4	135 1/2	137 1/2	135 1/2	134 1/2
Minneapolis	152 3/4	151 1/2	153 3/4	153 3/4	152 1/2	154 3/4	153 1/2	151 1/2
Duluth	161 1/2	161 1/2	162 1/2	162 1/2	161 1/2	162 1/2	162 1/2	161 1/2
St. Louis	131 1/2	129 1/2	131 1/2	130 1/2	130 1/2	128 1/2	128 1/2	127 1/2
Kansas City	129 1/2	127 1/2	129 1/2	129 1/2	127 1/2	129 1/2	127 1/2	125 1/2
Milwaukee	137 1/2	135 1/2	137 1/2	136 1/2	135 1/2	137 1/2	135 1/2	134 1/2
Toledo	137 1/2	134 1/2	136 1/2	136 1/2	134 1/2	136 1/2	134 1/2	132 1/2
*Baltimore	168 1/2	165 1/2	166 1/2	167 1/2	167 1/2	168 1/2	167 1/2	165 1/2
Winnipeg	163 1/2	161 1/2	163 1/2	163 1/2	162 1/2	163 1/2	162 1/2	161 1/2

JULY CORN.

	JULY CORN.							
	Apr. 26.	Apr. 27.	Apr. 28.	Apr. 29.	Apr. 30.	May. 1.	May. 3.	May. 4.
Chicago	80 1/2	78 3/4	80 1/2	80 1/2	80 1/2	79 1/2	80 1/2	78 3/4
Kansas City	77 1/2	76 3/4	77 1/2	77 1/2	77 1/2	78 3/4	77 1/2	75 1/2
St. Louis	79 1/2	78 3/4	79 1/2	79 1/2	79 1/2	78 3/4	79 1/2	77 1/2

*April delivery to May 1, then May. †May delivery.

Can You Beat It?

BY V. E. BUTLER.

Diversified farming is the hobby of all agricultural writers of today, and they have shown by argument and figures that it's a money-maker. It's the application of the old saying, "Don't put all your eggs into one basket," as accidents will happen.

Did you ever hear of a diversified grain business? If not, you should go to Cambridge, Ill., call on White & Kellogg, and sit around and watch the activities of those two hustlers. There is no seeking the sunny side of the elevator for them during the dull season in the grain business, for they don't have any dull seasons.

Walk into their office and this will be your greeting: "Good morning!—excuse me until I answer the phone." This is the office end of the phone conversation: "White & Kellogg—White talking. Yes, one ton right away within an hour. Yes, it's nice, have a new car on track. Thank you for the order. Good-by."

Mr. White takes your card, shakes hands and says he is glad to see—"Excuse me again," and he answers the phone.

"Yes, this is White & Kellogg. Oh, good morning! How are the markets going? Yes, yes. Rather strong again today. What are you bidding for Corn—Yellow? How much for White? Well, that's a good bid, book one car each. Send billing at once. Thank you for calling us. Goodby."

"Well," says Mr. White, "I guess I can take care of you now. Yes, business is good, although we"—bang goes the telephone again—"Excuse me."

"White talking, yes. You want a full carload of Timothy hay—all right, you take it off the car at \$19.00. Yes, we have some on hand, but expect another car today of Choice Wisconsin. Call you up if it comes? All right. You will take the car? Thank you. And say, we have found a place where we are getting some extra good hay; tell your neighbors, please. Thank you."

"Well, as I was saying, business is good, although for the past two years—excuse me till I tell our team man about some orders for delivery."

Just then in comes a gentleman and I am introduced to Mr. Kellogg, and I undertake to find out from him how business is, and his verdict was that business is good, altho' for the past two years crops—"Hello, John, how goes it? Yes, we have some bran and shorts, how much do you want? All right, drive up to the feed house and I will be there."

"Say, excuse me while I wait on this customer," and away he goes, and up to date I have only found out that business is good, but there is a doubt expressed about something that happened during the past two years that aroused my curiosity. I determined to find out about it if I had to spend a week there, and anyway I was having the liveliest visit I had had for a long time. I had discovered that they handled grain, coal, hay, feed and I wondered what else. Just then in came Mr. Kellogg and began a conversation with Mr. White about the ice business; some point was decided and Kellogg started out saying he would leave me to Mr. White for awhile. Just then his eye caught sight of a fine dog curled up behind the stove and he reached over and gave him a few friendly pats, and as he raised up he said to Mr. White, "I guess we will have to look for another team and man to put on our dray line; the boys say they can't handle all the work coming to them."

Well, here was the ice and dray business added to the others, and I did not wonder at their saying that business was good. Anyway, I spent a day there and during that time I had a good visit with both of the proprietors. They have not been in the business for so many years, but as business men they are successful, and like Grape Nuts, "There's a reason." There was too much dead time in the grain business alone, so they began to look around for things they could do in connection with their business that would help them and at the same time something that was needed in their community. Out of these needs have gradually developed a good business upon which the owners are getting a fair return for their investments.

Does a diversified grain business pay as well as diversified farming? There is no question about it, providing a needed service is being performed for the public.

Crop Improvement.

THE ST. LOUIS Merchants Exchange Apr. 27, by a vote of 151 to 140, appropriated \$2,000 towards the crop improvement work undertaken by the Council of Grain Exchanges.

BERT BALL, Chairman, Crop Improvement Com'te has prepared a detailed map of Macon County, Ill., which he will use in the course of his talk at the Illinois convention at Champaign on May 12 and 13. The map shows townships, the location of elevators, banks, and commercial clubs. Mr. Ball's intention is to obtain co-operation of these three factors with the farmer for better and larger crops. The bankers and commercial clubs have already promised to do their share and in the course of the talk at Champaign the elevator men will be asked to lend assistance.

Program Texas Ass'n at Galveston.

The annual meeting of the Texas Grain Dealers Ass'n will be held at Galveston, May 24-25, when the following program will be presented:

MONDAY, MAY 24, 1:30 P. M.

Meeting called to order by President.
Invocation—Rev. J. B. Holmes, Central Christian Church.

Welcome Address—Mayor of Galveston.
Response—Hon. J. N. Beasley, of Amarillo.

President's annual address—E. W. Crouch of McGregor.

Secretary's annual report—H. B. Dorsey of Fort Worth.

Report of arbitration committee—Bert K. Smith of Fort Worth.

Report of tri-state appeal committee—L. G. Belew, Pilot Point.

Appointment of committees.

Freight rates advance.

General discussion.

Adjournment to 9:30 a. m.

5:00 p. m.—Surf bathing party, tendered by Galveston.

7:00 p. m.—Sea food banquet at Oyster, by special interurban cars.

TUESDAY, MAY 25, 9:30 A. M.

Meeting called to order by President Crouch.

Crop reports from various members.

Report of Committee on Trade Rule Amendments.

Report of Committee on Constitution and By-law Amendments.

General discussion.

TUESDAY, 1 P. M.

Meeting called to order by President Crouch.

Reports of committees.

New business.

Unfinished business.

Election of officers.

Adjournment sine die.

3:00 p. m.—Boat ride on the bay out into gulf, including inspection of million bushel concrete Southern Pacific elevator.

E. B. Hitchcock.

E. B. Hitchcock, recently appointed ass't sec'y of the Illinois Grain Dealers Ass'n, has been filling the vacancy caused by the death of Mr. Strong since the demise of the sec'y. Mr. Hitchcock's qualifications for this work are of such a nature as to indicate the sec'y's office routine will continue with but slight interruption. He is a native of Amherst, Mass., but has lived in Illinois since childhood.

In 1904, while attending Cornell University, Mr. Hitchcock's father became



Ass't Sec'y E. B. Hitchcock.

seriously ill, and the young man was compelled to seek employment. Since then he has been connected with newspapers in various editorial capacities, as well as devoting considerable time to politics. He was also for a time sec'y of the Decatur Chamber of Commerce.

His latest connection was with the Decatur Herald, which position he relinquished to take up ass'n work at Urbana. Engraving of Mr. Hitchcock, shown herewith, is from a recent photograph.

Shumway, Ill.—So much is wrong with the grain business in Illinois that we can not mention everything, but first of all, competition is too keen. The dealers have to play rather close. We have too many dishonest commission men willing to take advantage of the country shippers.

The terminal markets employ too many irresponsible boys who are not fit subjects to be at large. The writer has seen this class of boys sent out by a certain exchange to sample our grain, and very likely the same class weighs the product. The consequence is that thru their carelessness we are short weighted and the little margin we have figured as profit is lost.—Mann Bros.

Brick Holds Wheat Below Freezing in Hot Fire.

One of the hottest elevator fires in the Northwest was that which completely destroyed the wooden cribbed elevator of the Huhn Elevator Co., at Minneapolis, Minn., on Apr. 16, 1915. Built 14 years ago and protected from the weather the forest of timber work has become as dry as tinder that burned with a flame leaping 100 feet high like a torch. A shower of fire brands, some of them five feet across, went sailing high into the air, and many small fires broke out on the roofs of residences within half a mile.

In this inferno of flame stood two brick tanks filled with valuable wheat, unprotected by sprinklers and beyond aid from the fire department. Exposure for several hours to intense heat naturally would lead one to expect that the wheat in the tanks would be badly charred. On the contrary when the brick tanks were opened 6 hours after the fire the wheat showed an average temperature of 20 degrees, or 12 degrees below freezing.

Brick has long stood pre-eminent as a material for fireproof construction, tho sometimes more expensive than other good materials. Besides the advantages of fireproof material these two tanks were carefully designed as to the placing of the reinforcing steel and had an air space all around, the walls being virtually double. The tanks had a 2-inch air space and a double brick wall inside, consequently the heat had absolutely no effect on the contents.

This fire demonstrates that anyone contemplating building a fireproof grain ele-

vator can favorably consider brick as well as concrete, tile or unexposed steel. A. Huhn, pres. of the Huhn Elevator Co., is enthusiastic in favor of brick and declares "We certainly will build more tanks of the same character, as in our opinion, they are superior. The tanks stood the fire test admirably, in fact after the fire we found the wheat in them as cold as ice."

The engraving shows the two brick tanks dominating the surrounding wreck. For detailed account of the fire see page 576 of the Grain Dealers Journal for Apr. 25.

GERMAN ADMINISTRATION of Russian-Poland has seized all wheat, rye and barley in that country and, until the next harvest, will allow only 55 lbs. of grain for each person. The black war bread, with a minimum of wheat flour, is becoming so popular in Dusseldorf as to threaten the supply.

CANADA HAS RESTRICTED the shipment of wheat or flour to the United States and certain foreign countries. No Canadian wheat will be shipped to the United States unless it is intended solely for domestic consumption, or if for export unless a permit has been obtained from the Government. All shipments without special permit from the Dominion must be consigned to specific firms or individuals, and Bs/L must state that product is for consumption in the United States. The reason for such restrictions are not divulged by the order, but in the opinion of Duluth grain men the Dominion expects the European war to be long and trying.

War Affecting the Grain Trade.

BRITISH GOVERNMENT is expecting the exportable surplus of wheat from India to be sufficient to prevent a panic or rise in price for the current year in England.

LONDON cables state that the owners of the *Wilhelmina* have been paid \$430,000 for the cargo which was lost with the vessel. This is said to be better than was expected.

TO INSURE a sufficient supply of wheat for the population of France the Government has proposed the opening of credits for \$30,000,000. The bill making this proposal is now before the Chamber.

BRITISH COURT of Appeals has upheld the claim of Sanday & Co., for two lots of grain, sold to Germany, but diverted en route at the outbreak of war. Claim for total destructive loss was made.

SLIGHT REDUCTIONS have been made in war risk insurance to South America and in the far eastern schedules. Rates on neutral vessels to the United Kingdom range from 1½ to 1¾% and to Scandinavia from 1½ to 3%.

No. 2 WHITE clipped oats could be sold at present in Hamburg for \$95 per ton of 2,204 lbs.; No. 2 mixed corn, \$110; bran, \$85; and No. 2 hard winter wheat, \$95. The price of buckwheat and oats has just about doubled since the outbreak of war, advancing in price from 5.9c per lb. to 10.7c at present. Prices are quoted on the German pound, equal to 1.1 avoirdupois pound.—Consul Gen'l Henry H. Morgan, Hamburg, Germany.



Brick Bins of Huhn Elevator Co., Minneapolis, Minn., that held Wheat in Fire of Apr. 16, 1915.

Precautions Necessary in Using Concrete.

Material used in construction presents a serious problem to the grain dealer erecting a new elevator or making additions to the old plant. Especially is close scrutiny of material necessary when concrete is used. Grain dealers have experienced so much dissatisfaction resulting from poorly built concrete foundations, basement floors and scale pits that many are a little timid about ordering it used in their own properties. The big cement companies admit that this is true, but the fault invariably is with the man who mixes and pours the material. Either he does not know what is necessary to obtain lasting results or he does not care. The product must first be properly mixed. Exactly the right proportion of each ingredient must be used.

The concrete which is placed in the walls of the elevator would not be suitable for the floors. Still another mixture should be used when pillars and the like are concerned. The thoro understanding of properly mixing the cement with sand and gravel is one of the first essentials to the construction of a serviceable elevator, one which is to stand as a land mark for generations. It does not follow, however, that because the right mixture is obtained it will be of lasting quality. The operator, or the man in charge of construction, must be on the alert at all times to see that only clean material is used. What is known as "bank run" gravel is often used instead of the carefully screened and washed commodity. The percentage of dirt and clay mixed with gravel as it is taken from the ground is so great that unless removed all semblance to a correct concrete mixture is lost. This neglect causes what is generally termed "crumbling," and the blame is often placed upon the cement, notwithstanding the fact that it may have been in perfect condition.

The temperature must also be carefully considered by the operator who would have an indestructible plant. The ideal temperature for concrete work is 70 degrees or above. If less than 70 degrees, but above freezing, more time is required for the concrete to harden. This process requires 48 hours under normal conditions, and insures the concrete against damage by cold for ever after. But should frost occur within the first 48 hours, or while the mixture is freshly poured, it may have a weakening effect on the product with the result that crumbling at some future time will be possible.

These facts would indicate that as much care should be used in selecting the man to build the plant as is used in picking the material. Because a man can make a good concrete block or a good fence post of concrete, or because he can build a structure of cribbing, it is not an indication of competency in concrete elevator construction. But the details pointed out are intended for the guidance of the operator who has turned the work over to what he believes a reliable company.

Tho concrete is immune to dangers from cold after the first 48 hours, it does not attain to its maximum strength for months, and is not capable of carrying the burdens for which it is intended until after the 28th day. In the meantime cold weather will postpone that period, the product lying dormant unless the temperature is around the 70 degree mark.

A difference in color will often be noted in cements. This does not signify that one is of better quality than the other, but is due to difference of material from which manufactured. For instance, certain cements are made with cement rock as the principal substance, while other manufacturers prefer to use slag, believing that it will provide greater uniformity. Each company makes only the one quality of cement, and that grade must pass severe inspection before finally reaching the point where it is to be used, so it is a safe assertion that the cement itself should give the grain elevator owner less worry than any of the other materials. His attention should be centralized upon seeing that a clean and coarse sand is used with a screened and thoroly washed gravel.

Other big questions presenting themselves to the prospective elevator builder, are first cost, depreciation, insurance, vermin losses and fire protection. The first of these favors the wood type of elevator, tho not to the degree which is naturally supposed. A country elevator of 40,000 bus. capacity of crib construction would cost \$4,800. The same capacity plant of concrete would cost \$1,200 additional, a difference of 25%. As the capacity is increased however, the percentage of greater cost of concrete over timber is reduced. The life of the timber structure is very liberally figured at 20 years, or 5% annually. On the other hand no concrete elevator is yet old enough to begin showing signs of wear. If permitted by general conditions to be in service for a century, the material should be stronger at the end of that time than when first used. The difference in the insurance of a concrete plant and a timber elevator is sufficient of itself to pay the increased first cost, disregarding entirely the important items of vermin losses and fire protection to contents.

THE BRITISH GOVERNMENT, in handling the sale of Indian wheat, will export and sell 2,000,000 tons of that grain. The amount of money involved in the transaction is \$145,000,000.

PRIVATE wire hearings were resumed at New York Apr. 7 by the Interstate Commerce Commission on the complaint filed last year by the Grain Receivers Ass'n of Chicago. Frederick F. Norton, of the Postal Telegraph Cable Co., testified that his company discontinued the leasing of its public wires to private persons between Chicago and New York last fall, in order to have more facilities for handling ordinary public messages.

Cob Burners.

BY INSPECTOR.

The mutual fire insurance companies making a specialty of insuring grain elevators and contents, long since recognized the increased hazards of the grain elevator having a beehive shaped cob burner snugly nestled beside it, and three years ago appointed a committee to investigate the hazardous features of cob burners and draw up specifications of a



Cob Burner of Fortville Milling Co., Fortville, Ind.

burner which the insurance companies could safely recommend for general adoption by corn handlers, burdened with a superabundance of cobs. After considerable investigation and careful consideration the committee recommended that where possible, burners be constructed along the following lines:

THE STANDARD COB BURNER.

The burner finished will be 18' in diameter, 20' in height outside measurements. Foundation 24"x18" of brick laid in cement or concrete and described as circular straight walls. The first or lower ten feet of burner wall will be 13" hard brick laid in cement mortar and lined with one course of common brick laid in common mortar, but not bound to main wall. This lining to be renewed as required. Fire brick may be used, but we consider common brick and renewals cheaper.

The second, or upper, 10' of burner wall will be 9" hard brick laid in cement and 4" hard burned drain tile in 5 rows 20" apart and tile in each row 18" between centers.



Cob Burner of Mull Grain Co. at Morristown, Ind.

The burner to be bound by 3/4"x4" strap iron bands, placed as follows: 1st band around 5 ft. up from top of foundation; 2nd band at 10 ft. up from foundation, and 3rd band 15 ft. from foundation. A man-hole or draft door size 36"x36" to be placed at bottom of burner on opposite side from buildings and protected by sliding iron door.

A round iron cob spout to be placed from elevator to cob burner at about an angle of 45 degrees; spout to enter cob burner 11 ft. from top of foundation. Size of cob spout to be 10"x12" diameter and swelled at burner connection. Bottom of spout just

through a galvanized iron spout, which penetrates the side wall of burner 4 ft. above grates, at an angle to deliver the cobs to the grates in about the center of the burner. The galvanized iron spout, which is open at the top, extends 16 ft. from the burner and then connects with a wooden spout which runs to the elevator cupola.

The near wall of the burner is 40 ft. from the elevator proper. This burner cost \$300. It is seldom fed cobs fast enough so that flames reach top. This hazardous feature of the burners is reduced by the wide, open top.

MORRISTOWN HAS ANOTHER BURNER, owned by Patten & Zike, which is 70 ft. from the elevator, but unfortunately between it and the elevator is a dust house and an open bin, where cobs are dropped for those who desire to haul them away. This open bin is continually inviting the sparks from the burner to come in where "the burning is fine." This cob burner is strengthened by six bands of iron, but it is small, as compared with some of the others, and tapers so much that flames frequently shoot out from the top and the sparks are carried some distance away. The elevator is protected by a slate roof, but otherwise the conditions for fire are unusually good.

One excellent feature of this burner is the round galvanized iron spout with an open top, which connects the burner with a wooden spout 12 ft. away. At the end of the wooden spout is a swinging door of iron, so arranged that it closes the end of the wooden spout when the cobs have run down into the iron spout. This prevents sparks or fire being drawn up the wooden spout, and reduces the chance of fire being communicated to the elevator thru the spout.

AT FORTVILLE, IND., are two burners. McBane & McBane's burner has been approved by the Grain Dealers Fire Ins. Co. It is only 18 ft. from the elevator, and has a diameter of 10 ft. at the bottom tapering to 5 ft. at the top. It is 15 ft. high, has four bands on the outside and no grates. The cobs are let in 8 ft. from the bottom thru a 12-inch round iron spout. The intense heat of the burning cobs has resulted in the disintegration of the walls in two different places. These openings, however, are of advantage, because they serve to check the draft, reduce the heat, prolong the life of the burner and increase the chances of the elevator escaping the flames.

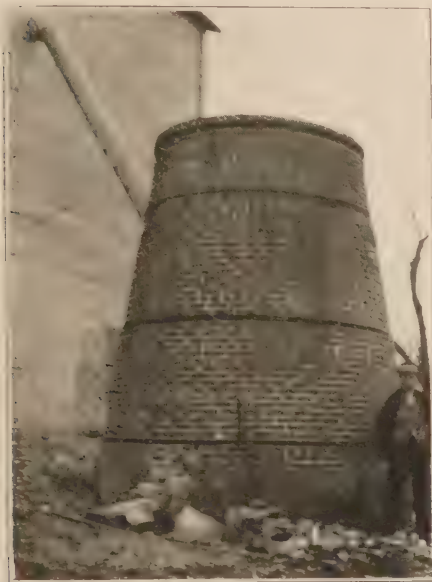
THE COB BURNER of the Fortville

Mlg. Co. is 10 ft. in diameter at the bottom, 12 ft. high and 5 ft. in diameter at the top. It has a 4 ft. draft opening below, the earth being dug out on that side, but no grates. It is constructed of two courses of common brick on the outside, surrounded by four bands of iron and one course of fire brick on the inside. The burner is but 18 ft. from a flat roof building adjoining the elevator, and upon this roof dust is exhausted from the cleaners. When this burner is in action flames are said to shoot out of the top to the height of 10 to 15 ft.

Elevator men of the corn surplus sections are not likely long to be bothered with this problem, because some inventive mind will soon discover a use for this waste product. Sawdust, shavings and cull lumber are now being ground up and worked into a pulp and formed into shipping cases of different sizes, and it would seem practical to use cobs just as advantageously as sawdust, as they would no doubt form a stronger material when pressed into form, but until a practical use for cobs is found, elevator men must dispose of their waste, and it should be their study to do so without increasing the fire hazard of their plants. The only safe and long life burners provided up to the present are built according to the specifications of the mutual companies given in the foregoing.

FEES for weights and measures inspection have been discontinued in Minnesota unless the inspection is requested. The bill abolishing the inspection fee appropriates \$10,000 for 1915 and \$30,000 for 1916 for conducting this work, but reduces the salary of the chief inspector from \$3,000 to \$2,500.

CHARLES F. CLYNE, U. S. district attorney at Chicago, who has been investigating the cause of increases in the prices of wheat, went to Washington recently and conferred with Attorney General Gregory and C. C. Todd, the assistant attorney general in charge of anti-trust cases. He reported the extent of his inquiries, but is understood not to have made a final report, as the investigation has not been finished. It is said no evidence has been found to indicate the existence of a combination or corner which has forced up the price. There is a feeling that no "corner" will be uncovered. It is said the results of the inquiry have strengthened the belief of the Attorney General that the factor in the rise was the demand for wheat abroad on account of the war and the speculation to be expected as a consequence.—P.



Cob Burner of McBane & McBane, Fortville, Ind.

outside of entrance point to burner to have an opening of 8" wide x 24" length. Top of spout to have an opening of 8" wide x 48" length.

Bottom opening in spout forms a jump discharge, and in case of backing up will drop cobs to ground, outside of cob burner preventing a back up of cobs and filling spout to elevator. Sides of spout will be solid, making a wind shield against a possible side wind or draft.

Complete specifications and tracings of plans and elevation were published in the Grain Dealers Journal at that time, but in utter disregard of these recommendations elevator men continue to ignore the hazardous features of the old style cob burner and to erect burners which always remind one of a volcano in eruption when they are in use.

ONE OF THE BEST burners I have found is that erected for the Mull Grain Co., at Morristown, Ind. This burner has a heavy concrete foundation, extending 2 ft. into the ground, from which the walls of the burner proper rise 14 ft. above the ground. This burner is an improvement over the average burner, because it does not taper so much as many of the fire spouters. It is 14 ft. in diameter at the base and 9 ft. in diameter at the top. Its outside walls are formed of two courses of hard burned brick, laid in ordinary mortar to the top. These walls are surrounded by six bands of iron. Inside these walls is a lining of fire brick, which extends up 11 ft. The iron grates are 2 ft. above the ground and below them on one side is a draft opening 14x16 inches. The grates are supported by four courses of brick.

Immediately above the grates and above the draft opening is another opening 14x16 inches, which may be closed by a swinging iron door. This is designed to permit the spreading of the cobs on the grates, so as to insure rapid combustion. Cobs are spouted into the burner



Cob Burner of Fatten & Zike, Morristown, Ind.

Notice to Shippers of Grain.

The United States Dept. of Agriculture, Bureau of Chemistry, C. L. Alsberg, chief, on May 3 issued the following official "Notice to Shippers of Grain":

A number of questions relative to labeling mixtures of different grains and mixtures of grains and screenings under the provisions of the Food and Drugs Act have been asked by the trade. Some of these questions and replies made by the bureau are given here.

1. Is it lawful to ship mixtures of grain in interstate commerce?

Answer. It is the opinion of the bureau that under the provisions of the Food and Drugs Act it is not illegal to ship mixtures of various grains in interstate commerce, provided each party to the transaction understands the true nature of the mixture and provided further that the product is sold, billed (including all railway records), invoiced, and labeled (in case a label is used) as a mixture of such and such grains. It is the opinion of the bureau that the names of the grains present in the mixture should be given in the order of their weights, beginning with that which is present in the largest amount.

2. If grain is mixed for shipment in interstate commerce how should it be billed?

Answer. See answer to Question 1.

3. Is it lawful to ship mixtures of different grains if they are invoiced in accordance with what they are, and if such a mixture is invoiced as oats and barley will it be necessary also to bill it in that manner?

Answer. If a mixture of grains is sold in interstate commerce it will be necessary not only to invoice it as a mixture of such and such grains but also to bill it as a mixture of such and such grains, in accordance with the principle laid down in the answer to Question 1.

4. Is it lawful to ship mixtures of grain screenings with low-grade wheat, rye, oats, barley, or other grain in interstate commerce?

Answer. It is the opinion of the bureau that under the provisions of the Food and Drugs Act it is not illegal to ship various grains mixed with grain screenings in interstate commerce, provided that each party to the transaction understands the true nature of the mixture, provided the product is sold, billed (including all railway records), invoiced and labeled (in case a label is used) as a mixture of such and such grains with grain screenings, and provided further that the screenings used have feeding value. In naming such a mixture the predominating ingredient (grain screenings or the particular grain in the mixture) should be placed first.

5. Is it lawful to ship in interstate commerce rye, oats, barley or other grain to which any foreign matter has been added?

Answer. It is the opinion of the bureau that the interstate shipment, under the name of rye, oats, barley, etc., as the case may be, of grain to which any foreign matter whatsoever has been added would constitute a violation of the Food and Drugs Act. Such products should be labeled in accordance with the principles laid down in the answers to Questions 1 and 4. If the foreign matter added be filthy, decomposed or putrid, or contain poisonous ingredients which might render the mixture injurious to health, the product would be adulterated irrespective of how it is branded.

6. If a commodity is delivered by an elevator and subsequently enters interstate commerce and is found to be in violation of the law, would the department hold responsible the owner of the grain or the elevator company if it were merely acting as the agent of the owner?

Answer. If an elevator ships or delivers a commodity for shipment in interstate or foreign commerce at the owner's order each is liable, and either may be prosecuted, according to the circumstances of the case.

7. Would the addition of weed seeds to rye be an adulteration?

Answer. A product which is shipped in interstate commerce and sold, invoiced, billed, or labeled as rye is adulterated under section 7 of the act if weed seeds have been mixed with the rye. The same rules that apply to labeling mixtures of various grains and screenings apply to labeling mixtures of rye and weed seeds. Poisonous weed seeds should not be added to feed or food products under any circumstances. Such feed or food products would be adulterated within the meaning of the Food and Drugs Act.

8. Is it contrary to the provisions of the Food and Drugs Act to sell a mixture of low-grade wheat and screenings in interstate commerce under the designation "Chicken Feed"?

Answer. Under the provisions of the Food and Drugs Act, it is not, in the opinion of the bureau, illegal to sell in interstate commerce a mixture of low-grade wheat and screenings under the designation "Chicken Feed," provided the constituents of the mixture are not filthy, decomposed, or putrid; provided, further, that the constituents of the mixture do not contain added poisonous or deleterious ingredients, such as poisonous weed seeds, which would cause the product to be injurious to the health of chickens; and provided further, that the product is intended to be used as a chicken feed and that this name is not given to the product merely for the purpose of sending it in interstate commerce under a legal guise and subsequently selling it under a false and misleading designation.

124. A mixture of bran and scorings should not be labeled "bran."

It is the opinion of the bureau that bran is the coarse outer coating of the wheat berry obtained in the usual commercial milling process from wheat that has been cleaned and scoured. If to bran, as described, are added scorings from the wheat, the mixture is misbranded and adulterated under the provisions of the Food and Drugs Act if it is labeled either "Bran" or "Pure Wheat Bran."

MONTREAL harbor commissioners are visiting eastern seaboard terminals in the United States to get ideas on dock improvements to be incorporated into plans for the development of Montreal's shipping facilities.

A Fireproof Kansas Elevator.

The steel and concrete elevator of the Clyde Mill & Elevator Co., Clyde, Kan., comprises 19 bins, 6 of which are round tanks, 108' 5" high and with storage capacity of 11,000 bus. each. The remaining 13 bins have a capacity of 34,000 bus., giving the plant a total capacity of 100,000 bus., all of which is absolutely fireproof storage.

A 32 h. p. Solar oil engine provides power for operating the plant's modern machinery. Transmission is by rope drive complete, this method also supplying power for an up-to-date car unloader and other facilities. The elevator has an 800-bu. capacity steel hopper scale and a 1,500-bu. per hour Eureka Receiving Cleaner. These and other devices, together with the steel and concrete construction, make the plant not only a fireproof elevator but a very practical house as well. The large capacity furnished by the 19 bins gives ample storage and handling facilities for damp or off-grade wheat. J. B. Sager is manager of the new elevator, which was constructed by the Lehrack Const. & Eng. Co.



100,000-bu. Reinforced Concrete Elevator at Clyde, Kan.

Western Rate Hearing.

Interstate Commerce Com's'n was unable to hear all of the arguments of the grain trade against the general advance in rates of 1c per 100 lbs., thruout western territory, in the time allotted to that industry. Supplemental testimony will be presented by grain interests at Chicago on the days allotted for unfinished evidence at the end of the hearing.

W. J. Thompson of the United States Dep't of Agriculture testified to the unprofitableness of farming, basing his figures upon the returns of 273 farms. The average net return of these properties was only 3½%. The railroads immediately objected to this testimony as irrelevant, but Com's'ner Daniels permitted it to stand.

C. W. Hillman, expert accountant, testified that the average cost to the N. W. Ry. of transporting a carload of grain a distance greater than 400 miles was less than \$30, while the earnings per car for similar distances was \$116.13.

Testimony was also introduced to show that the grain traffic is a more profitable tonnage than the average of all freight traffic, basing conclusions upon an analysis of the operating revenues and expenses of the C. R. I. & P., A. T. & S. F., C. B. & Q., and C. M. & St. P. Rys. The gross profit on grain alone was found to be 124.34% at an operating ratio of 44.57%.

The average revenue for an average haul of 394 miles on the A. T. & S. F. Ry., as shown by the movement of 11,581 cars, was \$72.91 per car. On the C. B. & Q. the gross profit on operating costs was given as 136% at an operating ratio of 42.37%.

W. M. Hopkins, formerly manager of transportation dep't, Chicago Board of Trade, was instrumental in proving that the present rates on grain and grain products are higher than the average of rates on all tonnage, while the operating ratio of cost to revenue is lower than upon almost any other class of carload freight. The present rates, it was stated, are much higher than the rates upon the same commodities for similar distances in the east. It was further brot out that the arguments of the carriers as to why an increase should be granted contain many substantial errors, and do not reflect representative conditions.

HEAVY ARRIVALS of oats and wheat at London have congested the docks until it is difficult to find storage accommodation. Liverpool is in worse condition, in this respect, even than London, 54 vessls waiting for berths.

THE FIGHT ON BUCKETSHOP which has been waged for 15 years by many of the grain exchanges, was vigorously renewed upon the recent announcement that the New York stock and cotton exchanges had joined the ranks. C. H. Canby, pres., Chicago Board of Trade, returning from New York on May 3, said that eastern officials are convinced that half the business of the public in stocks and cotton has been going to bucketshops at the expense of the exchanges. They have therefore adopted the same plan with the telegraph companies as that in operation on the Chicago Board of Trade, granting the use of quotations on stocks and cotton only to such outside interests as are carefully investigated and approved by special committees.

Packinghouse Cord in Elevators.

"Inspectors of the Grain Dealers National Fire Ins. Co., Indianapolis, Ind., some time ago requested Turner, Hudnut & Co. to discontinue the use of ordinary lamp wire on drop lights and other portable lamps about the company's elevator at Havana, Ill. Packinghouse cord was installed as a substitute, upon the recommendation of the inspectors.

"The new cord apparently gave entire satisfaction until a few weeks ago, when a short circuit occurred, resulting in a fire. Serious damage was avoided only by the timely use of water and fire buckets. Investigation of the cord failed to disclose any badly worn parts except at the point where the short had occurred, but here the current had burned thru the covering and fired even the insulation. See Nos. 1 and 3 in illustration.

"Another grain elevator in the same town is permitted to continue the use of ordinary lamp cord, and since the recent fire both operators are decidedly of the opinion that it is far better than the packinghouse."

Knowing that the insurance company would make no recommendation without sufficient reason the proposition was submitted to W. E. Hazeltine, expert wire man of the General Electric Co., together with the sample pieces of the packinghouse cord which had short circuited.

It developed that the wire which had been purchased and used as a packinghouse is not the genuine article, and Mr. Hazeltine expressed surprise that the use of such an inferior imitation should be permitted. Upon dissection the "rubber" surrounding each of the small cables crumbled between the fingers, whereas it is important that it should be soft and pliable. A special separator should be placed between the strands and the rubber to prevent a broken strand from puncturing the insulation, and to keep the rubber compound from corroding the copper. The conductor must be covered with braid, properly saturated with preserving compound. In the cord used at Havana both the separator and the braid were entirely absent, the copper being in direct contact with the poor quality of rubber.

The two conductors, thus protected individually, should then be twisted together with jute filler and be finished with two braids over all, saturated with a preservative compound. No. 18 packinghouse cord, see 2 in illustration, is by far the best article for use in grain elevators according to Mr. Hazeltine, and his statement is upheld by the board of underwriters at Chicago.

From the illustration it will be noted that the packing in the inferior article is composed merely of two pieces of jute twine, or rope. The better cord has six or more small strands of packing, each of which has been chemically treated before it is made a part of the finished article, to produce a cord which is both non-combustible and weather proof. The recommendation of insurance companies to use packinghouse cord instead of the customary lamp wire should be strictly observed by elevator operators, but care should be used in the selection, as an inferior article may be no better than the cheapest of ordinary wire.

THE CANADIAN GOVERNMENT elevator at Port Colborne commenced operations on April 25 and large quantities of grain are arriving daily from Chicago, Duluth and Fort William. Receipts for the first 3 days averaged 500,000 bus. per day.



No. 1. Inferior Packinghouse Cord, Showing Strands, Packing, and Braid. No. 2. Size 18 Packinghouse Cord, Recommended for Elevators; No. 3. Inferior Article Immediately After Short Circuit.

Concrete Elevator on Hillside.

Blue Island, Illinois, only about 9 miles from the limits of Chicago, is surrounded by grain and stock farms, producing corn and oats and consuming quantities of ground feed for poultry and stock. The farmers for a distance of 12 to 15 miles have for many years relied upon the Klein Elevator to take their surplus grain and fill their requirements in the way of feeds, and the fire that destroyed the old Klein plant on Apr. 29, 1914, was consequently greatly regretted by them.

In rebuilding the elevator, however, the loss sustained has been more than compensated for, as the new structure is an absolute fire proof one with all the latest and most approved methods of handling and storing grains, very substantially built of reinforced concrete and brick as shown by the engravings.

Just north of the elevator proper is a large driveway, 38x50 ft., with floor of concrete covered with creosote blocks and elevated platforms on two sides of the structure where five wagons can be loaded at one time and without interfering with the two dumps in the foreground where farmers can unload their grains. This quick service is much appreciated by them, as the less time they lose at the elevator the more they have to spend elsewhere in town.

At certain periods farmers will deliver so much corn that several car loads have to be loaded out, while at other times the deliveries will be so small that grain must be shipped in, and for unloading these cars a special large elevator leg, with regular receiving sink and 1600-bushel hopper scale is provided.

Another department of the business (the equipment of which is not yet complete) is the feed grinding and mixing for which special machinery will be installed in the various basements of the building.

The elevator proper is 24x60 ft. and 93 ft. high, with street store and office 83x30 ft., the wagon loading and unloading room 84x40 ft., sack filling room 22x29 ft., first basement 20 ft. high, second 9 ft., third 8 ft. 4 in. Two large and seven medium size bins in the elevator extend down to the work floor, but the seven bins adjoining the sack filling platforms are floored across half way down, being hopped to discharge on the sacking floor, spouts extending thru the bins to fill their lower halves, thus giving twenty-three bins with a storage capacity of 65,000 bus.

The large hopper scale is placed under the cupola floor and its beam is reached by a spiral stairway in brick housing. The cupola is reached also by a man life from the ground floor of elevator. Cars are loaded on two tracks through a flexible spout and power shovels are provided for unloading cars.

Electric current furnished by the Sanitary District of Chicago runs the direct current motors driving the machinery by individual connection. Six motors have been installed of 10 h.p. The elevator legs have cups 16x7 inches on rubber belt with a capacity of 2,000 bus. per hour. Two telescoping spouts in the cupola distribute the grain to bins. From the two Weller Wagon Dumps a Caldwell Helioid Conveyor delivers grain to elevator leg. Grain sold locally is always sacked, being weighed out on a dormant scale.

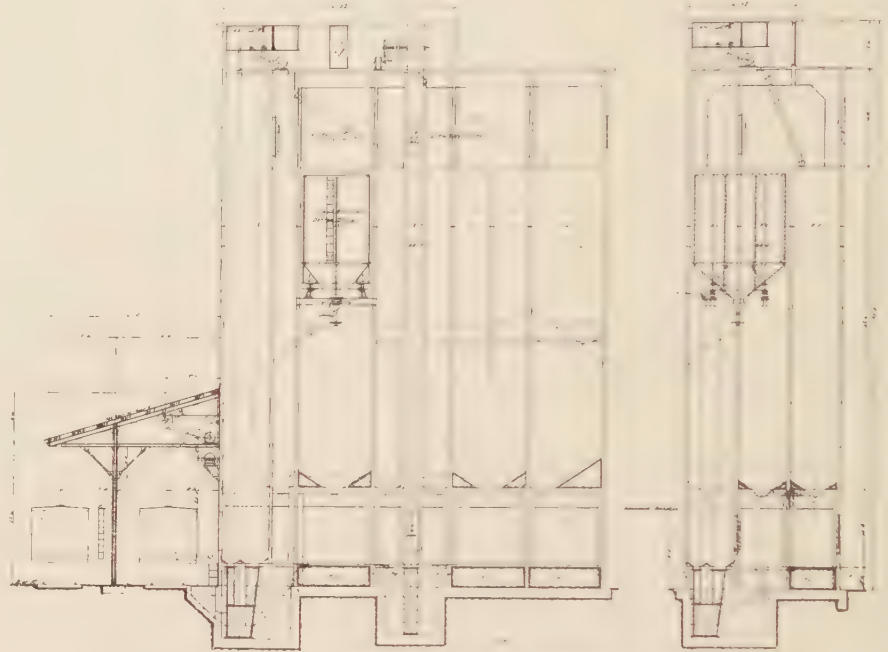
Steel curtains on rollers close the large doors into and out of the driveway as well as the other door between office and warehouse. These are balanced by springs to close easily. The equipment

also includes two roller feed mills, a Western Sheller and a complete outfit of conveyors, mixers and feeders for the manufacture of poultry food.

Construction of the concrete was pushed during the winter by covering the concrete with temporary floors spaced nine inches above with holes through the floors to admit heat from salamanders, but nothing in appearance or strength was sacrificed, the work being finished in

workmanlike manner, though of course at greater cost. The plant was designed and erected by the Burrell Engineering & Construction Co.

The location of this plant is ideal, in that it is situated within 100 ft. of the heart and busiest part of the city, the store and the warehouse being accessible from the street above the hill and the elevator below the hill adjoining the railroad tracks. The ground was formerly



Longitudinal and Cross Section Plans of Hillside Elevator.



New Reinforced Concrete Elevator of Klein Elevator Co. at Blue Island, Ill.
[See facing page.]

the property of the C., R. I. & P. Railway Co., but was acquired by the present owners, John C. and Wm. F. Klein, shortly after the fire.

Carrier Liable for False Weight on B/L.

L. H. Harrod, doing business as Harrod & Co., and the Harrod Grain Co., was suspected by the Kemper Grain Co. of being financially weak and unreliable, so in selling Harrod a car of wheat the Kemper Grain Co. at Wichita, Kan., had the agent of the Missouri Pacific Railroad

Co. sign a B/L for 110,000 lbs., when the car in fact contained but 64,690 lbs., hoping thereby to obtain full protection.

The car was loaded at La Crosse, Kan., Nov. 20, 1912, and B/L issued to H. S. Fish, Wichita, Kan., for 64,690 lbs., notify Kemper Grain Co.

Having a contract with the E. G. Rall Grain Co., of Fort Worth, Tex., Harrod bot the car of the Kemper Co. and applied it on the contract, f. o. b. Sherman, Tex., making draft with B/L amounting to \$1,425, which was paid by the Rall Co., which sold the car to a mill company at

Sherman, the car arriving there Dec. 2, 1912. The mill company surrendered the B/L Jan. 8, paid the freight bill of \$203.21 and demurrage charges of \$28.

Harrod disappeared from Wichita Dec. 24, and on Mar. 12, 1913, was adjudged an involuntary bankrupt.

On Dec. 27 the Kemper Co. requested the Rall Co. to furnish destination weights; but the Rall Co., having had notice of a shortage in the car after the draft was paid and before the wheat was unloaded, declared that it would unload the car for the account of the Kemper Co., whereupon the latter disclaimed any relations with the Rall Co.

When the Rall Co. brot suit in the district court of Sedgwick County, Kan., the Kemper Co. admitted in court that Harrod was entitled to a credit of \$528.90 because of the overdraft on the car in question, and that it then owed Harrod \$474.96. Harrod's trustee in bankruptcy intervened, claiming the \$528.90, and \$575.05, the amount of the claim against Harrod presented by the Rall Co.

E. G. Rall testified that he considered the Kemper Co. good and that he accepted the B/L because it bore the indorsement of the Kemper Co. The lower court gave a decision apparently dividing the responsibility among all parties but Harrod, and all parties except the trustee took an appeal to the Supreme Court, which on Mar. 6, 1915, decided that the Rall Co. had a right to rely on the B/L as it was executed and negotiated. The court said:

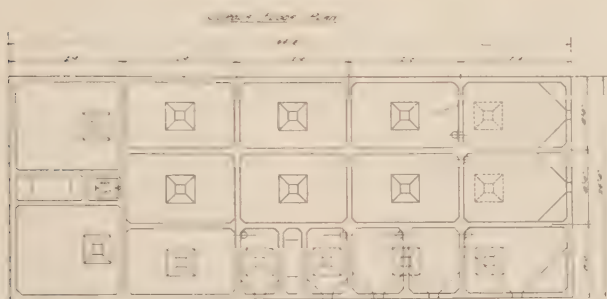
It is the duty of one injured by the fault of another to use reasonable efforts to lessen the resulting damages, and so the Rall Co. was justified in taking the wheat, which was worth \$1,053.66, thereby reducing the amount of damage to \$574.55, which included the shortage in the wheat and the freight that the Rall Co. was required to pay in order to get the wheat.

The freight item was the proximate result of the negligence of the railway company, and it should have been added to the award of \$371.34 made against that company, increasing the amount of recovery to \$574.55.

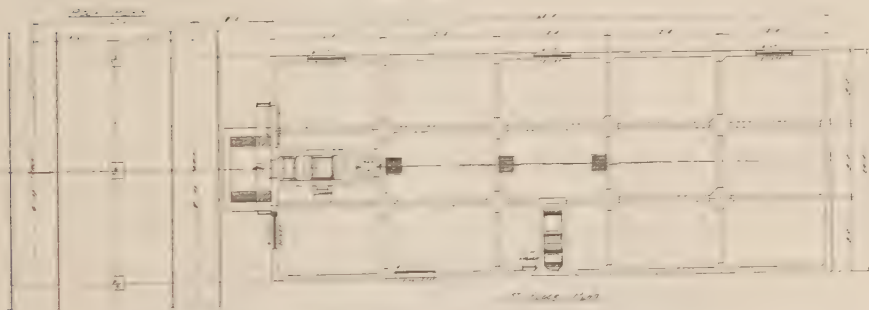
While the Kemper Co. had no direct relationship with the railway company, it did contribute towards the issuance of the false B/L and became jointly liable for the resulting damages. It represented to the railway company that the car contained 110,000 pounds of wheat when it knew that it contained a less quantity. The Kemper Co. prepared the false B/L, signed its name thereto, and then presented it to the railway company for execution. Even if no benefit had accrued to the Kemper Co. through the misrepresentation, it would nevertheless be held liable for the loss. One who makes a representation known to be untrue, and which he has reason to believe will be relied and acted upon by others to their loss, is liable for the loss sustained, although he has no direct interest in the transaction and receives no consideration or benefit from it.

The Rall Co. was therefore entitled to a judgment against the Kemper Grain Co. for the full amount of the loss sustained, namely, \$574.55, and because of its action in inducing and causing the railway company to issue the false B/L, and thus incur a liability the railway company is entitled to a judgment for the amount against the Kemper Co. The fact that the Rall Co., at a later time, presented a claim in the bankruptcy court and endeavored to recoup its loss to some extent from the Harrod estate, does not prevent a recovery in this proceeding. As the Rall Co. is entitled to a full recovery in the action, it was also entitled to a judgment for its costs against the other parties, and the costs of the litigation should be equally divided between the railway company and the Kemper Co.—146 Pac. Rep. 1180.

A PUBLIC HEARING was held in the Transportation Bldg., Chicago, May 3, in the Chicago Food and Drug Laboratory by the Joint Com'te on Definitions and Standards.



Bin Plan



Cupola, Bin and First Floor Plans of Hillside Elevator.



Office, Ware Room and Elevator of Klein Elevator Co., at Blue Island, Ill. (For description see facing page.)

Elevator at Burlington, Iowa.

Correct weights, impartial inspection and prompt returns are the essentials of a grain market. All these are found at Burlington, Ia., a city not so much in the eye of the grain trade as other points, but



E. J. Wiese, Superintendent, Burlington, Iowa.

possessing an elevator the equal of any other located on the same river, the mighty Mississippi.

This house, shown in the engraving and known as the Burlington & Mississippi Elevator, is completely equipped to give shippers the best possible service. For conditioning grain there are two Hess Steam Driers, two Hess Open Air Conditioners, one scourer and one oats purifier of 10,000 bus. capacity. Each car of grain arriving at Burlington is probed and inspected by Chief Grain Inspector Hans Aabel personally and then handled to the best advantage. For cleaning this elevator has two separators, and three cleaners, besides a corn sheller and oat clipper.

The physical condition of every car is ascertained by examination and the hammer test for leaks before unloading, and weights are taken on ten Fairbanks Hopper Scales, the condition of the car being noted on a report signed by the chief inspector, who works under the supervision of the Burlington Commercial Exchange, which has adopted the federal corn grades.

All kinds and grades of grain can be kept separate in the 165 different bins of the 850,000-bu. elevator. Rapid handling is assured by the seven receiving and four loading elevator legs. The building is of crib construction, covered with steel, and is protected from fire by a complete automatic sprinkler system. It is lighted by electricity. The power plant comprises three steam boilers of 300 h.p.

On grain ordered out shipment is made the day the order is received when so specified, this service being known as "Red Ball Shipment."

Grain arriving out of condition is personally inspected by the manager, Mr. E. J. Wiese, whose pleasant face appears in the engraving. His experience dates back 20 years in grain and he is qualified to safeguard the interests of the shipper after satisfying himself of the condition of the car. For ten years he has been with the Trans-Mississippi Grain Co., which operates this elevator, and he has had charge since August, 1913.

THE MILLER COMMERCIAL CLUB, Miller, S. D., has distributed 4,500 lbs. of alfalfa seed among the Hand county farmers.

THE FEDERAL GOVERNMENT has requested Cuba to place American rice on the free list in exchange for this country entering Cuban sugar free of duty after May 1, 1916. Large quantities of rice have been sent to Cuba in the last several months from New Orleans and Galveston, due largely to the European war reducing shipments of low grade Oriental rices.

GENEVA, IND., May 5.—The leaking car dep't of the Journal is very useful. A few days ago a car passed thru this town leaking corn badly. I called the railroad agent's attention to the matter, but he paid no attention to it as car was not stopped. Reports of these leaks in the Grain Dealers Journal are helpful in adjusting claims. —Nathan Shepherd, mgr. Geneva Elevtr. Co.

Home-Made Dust Collectors.

BY TRAVELER.

Country grain elevator operators are too careless in the handling of dust and dirt. I have in two days found six elevators that get rid of the dust and dirt by blowing it on the ground just outside of the elevators. In dry weather this dust and dirt is highly inflammable and in wet weather it gets to be a quagmire. If it is a good thing to separate the dust from the grain, why would it not be equally desirable to separate the dust from the premises by using a broom and putting in an up-to-date dust collecting and saving outfit?

THE DUST SPOUT of a mill at Three Rivers, Mich., extended thru a window and discharged over the roof of a shed. The dust and dirt dropped on the roof and I saw weeds and grain growing from the heap. This building was in good condition, but had not been operated for several months.

CORN HUSKS spouted from the cupola covered the driveway roof of the elevator at Brunswick, Mo. Failure to keep the roof clean increased the danger of fire.

Should I read that the elevator at Pana, Ill., burned to the ground some fine day it will occasion me no surprise. Conditions there are just right for a fire. The wooden dust house has a wood roof with dust and dirt on it, dust and dirt and corn husks and refuse all around it. It is within about 35 ft. of the railroad track, and there are railroad tracks on both



Burlington & Mississippi Elevator of Trans-Mississippi Grain Co., at Burlington, Iowa.

sides of it. The locomotives throw an occasional spark on top of it just to see if the dust be combustible.

DUST averages 12 inches deep on top of the composition roof of the dust house of the elevator at Mattoon, Ill. This is within 15 ft. of the railroad track and dust and grain refuse are lying all around it. This case emphasizes the necessity of giving thought to the location of the inlet and outlet of the air into and out of the dust house. A room too small and too strong a draft of air swirling thru it will keep the dust stirred up to be blown out with the air, and is a very poor substitute for the regular cyclone dust collector.

A MAKESHIFT DUST ROOM hardly big enough to hide a chicken thief told its own story at Shipshewana, Ind. I found the dust house open and a wagonload of accumulated dust on the ground, blown out of the open door. This dust house is too small and does very little good.

DISCHARGING DUST to pile up on a roof is always bad, but never worse

than at Fortville, Ind., where this dust covered roof is close to the open top of the cob burner, out of which sparks may be expected to fly and drop upon the accumulated dust. The cob burner also has too much the shape of a beehive, the smaller diameter of the top having a tendency to throw out more fire by concentrating the draft.

AT SCOTTS, MICH., I found a wonderful dust scattering system installed at considerable expense. A large wooden dust spout took the dust laden air from the top of the cupola out to the end and down the side of the elevator, where it was deposited on the surrounding landscape or scattered to the four winds.

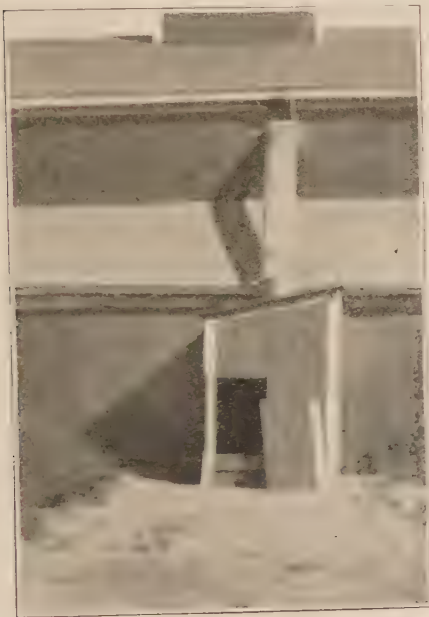
The grain dealer in town who blows dust over the highway and on windy days over the clothing of passers-by, even at some distance, is not cultivating the good will of the community nor conserving the assets of the mutual fire insurance company that his fellow dealers have organized for his benefit. Good dust collectors of the cyclone type always should be installed, and when practicable the dust

which collects should be packed into bags for sale. When the amount of grain handled is small this may not amount to much in dollars and cents; but it will impart a businesslike atmosphere to the plant. At one of the large city elevators the daily output of dust is so great that two men are constantly employed packing the dust into sacks and trucking the filled bags into cars for shipment. Why not collect and deposit all dust in the ground feed bin?

ADOLPH KEITEL, New York, was convicted Apr. 22 of having libeled the American Malting Co., a second time.

GOVERNMENT of New Zealand has purchased 1,000,000 bus. of Canadian wheat to help overcome the crop shortage of that country, shipment of the grain to be made in July.

FEDERAL AUTHORITIES seized 100 bags of beans in a Chicago warehouse on May 5, alleging that 50% were decomposed and unfit for food. The beans were said to have been shipped by the McDonald Bean Co., Bay City, Mich., to John Sexton & Co.



Open Dust House at Shipshewana, Ind.



Dust House at Pana, Ill., Covered and Surrounded by Dust and Husks.



Dust House at Mattoon, Ill.



Dust Deposited on Roof Next to Cob Burner at Fortville, Ind.

Reducing Elevator Accidents

Authorities on the subject of accident prevention unanimously state that 93% of the accidents occurring in grain elevators are caused by carelessness and could be prevented by ordinary care on the part of the employee.

However, much can be accomplished by effectively guarding the dangerous conditions about the plant. Such careful guarding has been found to reduce the number of accidents by 43%. The value of guarding can not be over estimated, but it can not prevent accidents due to lack of care by the employee. This must be overcome by education and co-operation on the part of the employee; he must be made acquainted with the hazards of his daily occupation.

If each employee would co-operate with every other employee as well as with the owner of the plant, it would result in a further reduction of accidents amounting to 50%. This would leave a balance of only 7% as natural hazards of the industry.

The most serious menace to the safety of employees, and one of the most frequent causes of accidents is attributable to unguarded belts. This is closely followed by shafting and gearing. No matter what the industry, these three hazards claim more victims each year than all others combined, and they should be guarded accordingly with pipe rails and heavy wire or steel.

Next in importance is considered the installation of a first-aid cabinet to provide for minor cuts, bruises, sprains, and similar injuries, which might become more serious if neglected at the time they occur. Such neglect has resulted in the loss of many lives.

If the plant be steam operated it is important that the employer guard the fly wheel with rails to prevent the clothing of workmen from being caught, and with automatic engine stop to prevent the wheel from exceeding its normal speed. The cause of splitting flywheels is nearly always traceable to over speeding, and unless guarded against, the life of the employee is seriously menaced.

Boilers in the engine room must be provided with safety valves which should be inspected at regular intervals, as often as the boilers themselves. All gears, regardless of where located, and all belts within six feet of the floor should be guarded to that height.

The hazard of accumulated dust is placed next on the list of accidents to be prevented by the employer, and included with this hazard is the poorly constructed electric light wire which is liable to short circuit at any moment. These dangers perhaps can not be completely avoided, but they can be lessened by approximately 90% through the installation of a dust collecting system and a little care in the purchase of a serviceable and pliable packinghouse cord instead of the customary twisted wire.

Continuous belt elevators ought to be provided with safety stops preventing the "sleepy" employee from plunging over the top. These lock stop devices have recently been patented and are now on the market. The employer should also see to it that every opening in the floor is guarded with a rail, particularly the opening for the man lift and the elevator, and those in the floor leading to bins.

There are many hazards, however, against which the employer can not guard. The employee who is not alert to

the chance of injury, it would seem, is a good man to suspend until he learns. For instance some men have stuck their arms into legs and boots to "unchoke" a congestion so often that they no longer believe the practice dangerous. No consideration is given to the fact that the bucket belt is under a tension, and just as soon as the choke is relieved it may start with a jerk. This sudden start could tear off a man's hand or arm, incapacitating the employee for the rest of his life. The employee should realize that his earning capacity depends upon his hands and if they are maimed or lost his ability to earn a livelihood is greatly reduced and in some cases he must become an object of charity. With this in mind, he will use a stick in relieving chokes. The stick should be left in a convenient location where it can be readily found when needed.

The careless use of the car puller has caused a number of serious accidents within the last year, the latest being only a few weeks ago at Alton, Ill. In fastening the cable to the rear end of the car some employees stand between the car and the cable. The moment the cable becomes taut it naturally is forced closer to the car, and to be caught in the "squeeze" is not the most comfortable of sensations. Sometimes the cable hook slips loose and flies fast toward the drum. While not necessarily meaning death in all instances the safety-first employee keeps himself always outside the cable. The performance may seem a little awkward at first, but when the habit is acquired the work is done just as readily. Car pullers should be fitted with friction clutches. The old "nigger head" type is rapidly being eliminated owing to the danger involved in its operation.

The protruding set screw head is a hazard against which both the employer and employee must guard. All such screws should be replaced with the headless type. They can be procured locally at about the same price as the dangerous article. A screw shorter than the depth of hole must be used, to be tightened with a special wrench furnished with every order.

The elevator should be kept as clean as possible to reduce the number of accidents, and all loose articles such as boxes, coils of rope or wire, boards with protruding nails, etc., kept in one place, instead of being strewn over the floors to be tripped upon.

The employer should guard his plant against accident because if an old employee is injured he must either be replaced by a "green" hand or the plant run short handed. This means loss of the money earned on the work of the competent man as well as a possible loss on the work of the newer employee. If he carries insurance in one of the mutual companies the accident will also help increase the premiums for the next year.

The employee who is injured to the extent of losing an arm or leg would be compensated according to the laws of the state, but due to his disability his earning capacity for the future is decreased and in a 10 or 20 year average his wage loss would have been greater than the compensation received.

The hazards are so numerous about the grain elevator, and the results of accidents are generally of such a serious nature, that both employer and employee should co-operate to reduce the startling percentage of avoidable accidents. With only 7% chargeable to the natural hazards of the industry they have a wonderfully fertile field in which to work.

Concrete Plant at Fuels, Ill.

The Nanson Com'n Co., St. Louis, Mo., has operated an elevator at Brownsburg (Fuels, P. O.) Ill., for some time, but recently found it necessary to enlarge the property. The question of construction naturally arose and the advisability of building with concrete as against the cheaper wood was considered.

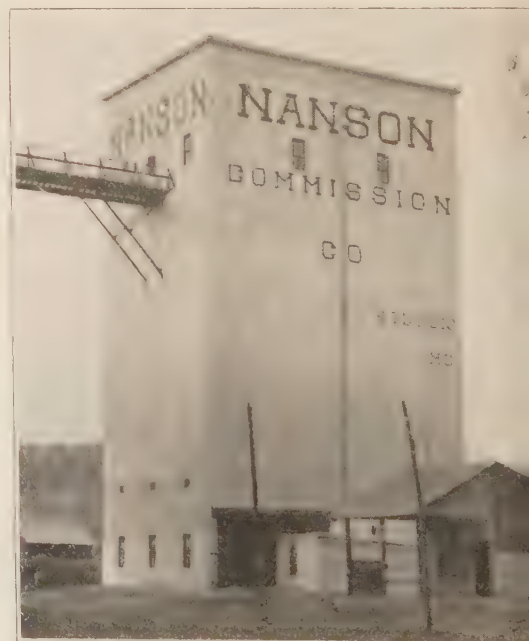
The fireproof qualities of the concrete presented a sufficient argument in favor of that construction and a 60,000 bus. capacity elevator has been built. The plant comprises 12 bins, each 11 feet 2 inches by 13 feet across, and 60 feet deep. A wagon scale platform is placed adjacent to the elevator, from which grain is dumped and hoisted to the top thru the elevator leg.

At the top a Hall Distributor spouts the grain to the bin desired, or directs it into the loading spout leading to freight cars on track. When it is necessary to load from grain in storage, a 12 inch screw conveyor, inside a steel tunnel, carries the grain to the elevator leg, whence it is elevated to the loading spout. Before entering the spout, however, it is weighed in a 1,000-bu. automatic scale. Gasoline power is used. The plant was constructed by the Macdonald Engineering Co.

Turkish supplies of wheat, rye and oats will, in the future be distributed by the government, in an effort to prevent increased prices.

THE GRAIN DEALERS JOURNAL comes regularly to our office and is one of the most interesting magazines of the kind received—A. M. Allen, mgr. Manhattan Malting Co., Manhattan, Mont.

UNITED STATES Supreme Court has brot to a close the suit of the Medlin Milling Co., against the Hall-Baker Grain Co., Kansas City, Mo., by denying the milling company a writ of certiorari to the Court of Appeals. The Medlin Milling Co. alleges that F. M. Rogers, its treasurer and manager, lost \$28,000 by speculating thru the Hall-Baker Grain Co., and sued to recover the \$5,000 of com's in the deal, claiming that the money lost was not the property of Rogers and that he had no right to use the funds for that purpose.



Modern Fireproof Concrete Elevator at Fuels, Ill.

Improving the Elevator By Removing the Dust.

To determine the cause of a choke in the Black Bros. mill and elevator at Beatrice, Neb., an employe visited the congested bin with a lantern. Thirty seconds later he was floating about in the river adjacent to the plant on a section of the elevator wall. Fortunately no one was killed. The entire grain trade remembers the disastrous explosion in the Husted plant at Buffalo, wiping out 17 lives, the explosion in the Union Elevator, Toledo, claiming 14 lives, and the explosion in the Richford, Vt., elevator which killed 15 outright.

These dust explosions do not occur with alarming frequency, but when they do occur the damage is sufficient to make the sufferers remember always the danger. No fine dust, whether vegetable or mineral, when suspended in air can be exposed to either flame or spark without danger of a powerful explosion. The finer the dust the greater the danger, and when so light that it is invisible the hazard is so great that it can not be overlooked for any length of time without the occurrence of a forceful and costly reminder.

Regardless of these startling facts many operators of grain elevators continue to gamble with the dust hazard, the stake always being the operator's elevator. The danger of an explosion of grain dust in grain elevators would be effectively terminated by the installation of proper dust collecting systems.

Were the explosion and fire hazard the only dust problem with which the elevator operator is confronted he might refrain from installing a dust collector on the same principle which prompts him to "save" the money others are paying to fire insurance companies. But it is actually costing him money to permit dust to go to waste. Dust is valuable. In fact one Chicago company is able to realize a large annual revenue from the sale of its clipper dust. The by-product is always in demand, at a good price, by manufacturers of mixed and molasses feeds. They must have a "filler" and grain elevator dust answers the purpose. Therefore the elevator operator who is staking his elevator against the paltry

expense of a dust collecting system must also figure that he is actually losing the money he might place in the bank each month if he had the means of collecting and selling the grain dust.

Other arguments in favor of eliminating grain dust might be given in detail, such as guarding the health of people who must breathe the dust laden atmosphere thruout the day, reductions of fire insurance policies, etc., but the two reasons, explosions and selling value, should suffice.

The efficient dust collecting system automatically provides for the removal, or collection of 75% of the dust in an elevator. This percentage is gathered from the clippers, cleaning machines, the boot, head and the garner. The remaining 25%, or the fine dust which seems capable of working its way thru an inch board, is easily swept into a pile, deposited alongside the wind trunking and the sweep lid lifted. It immediately disappears, to be reclaimed at the dust house and later turned into cash.

The important parts of the efficient dust collecting system are a good fan for the strong circulation of air; wind trunking absolutely air tight to avoid leaks and consequent loss of power; intakes similarly constructed must be so placed that they will be readily accessible as sweeps, or when taking the dust from cleaners must cause no back pressure on the cleaner fans and a collector or cyclone, which must retain the dust blown into it, allowing only the air to escape, and without back pressure on the system's fan.

When the dust laden air strikes the dust collector that device arrests the cyclone permitting the air to continue its mad rush but retains the dust. This is accomplished by centrifugal force, numerous discs and partitions checking the motion of everything within that is heavier than air.

A dust collecting system was installed at Kankakee, Ill., by the Cyclone Blow Pipe Co., which might be adapted to the smallest country elevator, a single fan providing the air current. An aspirator is located near the ceiling of the bin floor and the cyclone is two floors above. Blast from the fan on the ground floor also takes care of the dust from sweeps.

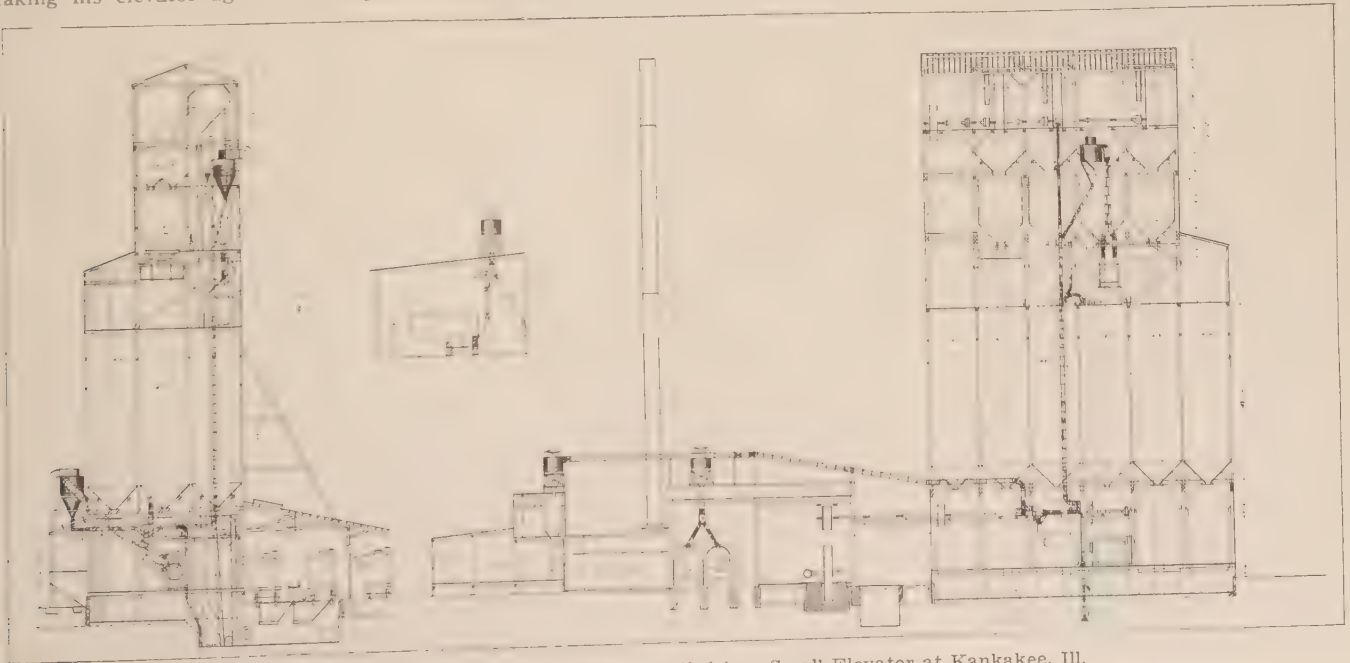
All the cupola dust falls to the ground floor where it is joined by the dust of two cleaning machines and the sweepings of the cellar and working floor. The wind trunking from the elevator transfers the dust to cyclone above the boiler room or the dust house as desired. The connection for burning the dust, however, is used only in case of emergency. Upon reaching the dust house the by-product is drawn from the cyclone to a funnel shaped garner just above a packing machine, and is spouted from the garner into sacks where it is packed for shipment.

The location of fans, sweeps, collectors, etc., must depend entirely upon the construction of the elevator. In many houses, especially the larger elevators, it has been found advisable to place an extra fan in the cupola, but few country houses would find it necessary to use more than a single fan. Regardless of the amount of power provided it is important that wherever the suction or blast trunking is joined by branch pipes the trunking from that point on must be made sufficiently larger to provide for the additional air and dust.

Considering the price of grain dust and the disaster which invariably accompanies a grain dust explosion the wonder is that country grain dealers allow the commodity to endanger their properties at an actual loss of money. It will only be a matter of a few years before the lack of an efficient dust collecting system in an elevator will call for a heavy penalty from insurance companies.

I CERTAINLY do not care to be without the Grain Dealers Journal.—C. F. Scholler, Farmer City, Ill.

NICKERSON, NEB.—A jury in the Nebraska District Court at Fremont on May 4 gave us judgment for \$354 for grain lost in transit and for \$100 attorney's fee against the C., B. & Q. R. R. Co. The claim was for 403 bus. of wheat which was lost from a car shipped from Nickerson to Chicago. The railroad company alleged that as this was interstate shipment the district court had no jurisdiction; but Judge Thomas held that under the Hepburn Act the state courts have jurisdiction of these losses.—Andrew Sinamark, mgr. Farmers Union Co-operative Co.



An Efficient Dust Collecting System Installed in a Small Elevator at Kankakee, Ill.

Grain Carriers

IDLE CARS on the Pennsylvania Ry., May 1, totaled 63,438, a decrease of 14,807 cars compared with April 1.

THE AVERAGE CARGO of the 27 lake vessels clearing at Duluth since the opening of navigation has been 352,800 bus.

OWNERS OF GRAIN CARRIERS on the Great Lakes are contracting to carry grain in August at 1½c from Fort William to Detroit.

INTERSTATE COMMERCE COM'S'N has postponed to July the effective date of fourth section rates on grain by the Northern Pacific.—P.

AN EMBARGO against corn still exists at Newport News, Va., tho the restrictions against wheat for export have been entirely removed.

ATLAS TRANSPORTATION Co., operating 5 barges between St. Louis and New Orleans, is contemplating the addition of 11 barges to its fleet.—B.

FOREIGN built vessels, admitted to American registry since enforcement of the act of Aug. 18, 1914, numbered 142 with gross tonnage of 500,705, on May 1, 1915.

NEW ORLEANS recently loaded the vessel Grain-ton with a cargo of 327,000 bus. of wheat in 15 hours and 5 minutes working time, establishing a record for the port.—B.

BUFFALO RECEIVED its first cargo of grain this season a day earlier than last year. The cargo arrived on the steamer Harvester April 20, and consisted of 404,000 bus. corn.

INTERSTATE COMMERCE COM'S'N has denied the application of the L. and N. railroad to establish a rate of 10c per 100 lbs. on wheat from Clarksville, Tenn., to Louisville.—P.

SOUTHERN CARRIERS have announced their intention of using a new B/L after June 3 which will conform to the demands of the new Cummins law, without any rate advance.

STEAMER ARLINGTON arrived at Ogdensburg, N. Y., April 26, with 69,000 bus. of corn from Chicago, the first grain received at that port via the Lakes since the opening of navigation.

INTERSTATE COMMERCE COM'S'N has begun a hearing at Baltimore to investigate the cause of the embargoes by carriers last fall and winter to prevent congestion of foreign freight at Atlantic ports.

MERCHANTS & MINERS Trans. Co. has reduced the rate on rye between Baltimore and Providence to 13.1c per 100 lbs., the new rate being the same as that established for corn last February.

MANY GRAIN CARS were damaged in a wreck April 26 on the Boston & Maine Ry., east of Sherburne Falls, Mass., when a west-bound freight train rounding a curve crashed into a disabled train.

INTERSTATE COMMERCE COM'S'N has suspended until Aug. 13 proposed increases in export grain rates by the Ann Arbor, C. B. & Q., C. M. & St. Paul, Louisville & Henderson, and St. Louis Rys.—P.

A. J. BRUNSWIG GRAIN Co., St. Joseph, Mo., had a car of wheat in the recent congestion at Galveston, and reports that it was held on track from Aug. 28, 1914, until Jan. 11, 1915, before being finally unloaded.

SPAULDING ELEVATOR Co., Warren, Minn., has filed a complaint with the Interstate Commerce Com's'n alleging overcharges by the Canadian Pacific and Soo Rys. on oats from Assiniboia, Sask., to Warren.

MCCAULL-DINSMORE Co., Minneapolis, Minn., has filed complaint against the Great Northern Ry., with the Interstate Commerce Com's'n, alleging overcharge on corn from Danvers to Thief River Falls, Minn.

EXPENDITURES since the opening of the Panama Canal have been 10% greater than revenues collected. Canal authorities spent \$2,595,000 from July 1 to March 1, while \$2,334,000 was collected in the same period.

FEDERAL GRAND JURY for the district of New Jersey found an indictment against the Lehigh Coal & Navigation Co., charging the company with receiving rebates from the Central Railroad of New Jersey on shipments of coal.

REPARATION has been awarded S. W. Hershey against the Nor. Cent. Ry. for rates on grain shipped from Buffalo, N. Y., to York, Pa., and on which no milling-in-transit was allowed. Reparation included interest charges.

THE C. I. & L. Ry. has joined with other railroads in Central Freight Ass'n territory in abolishing the natural shrinkage deduction, and effective May 27 will pay only for losses occasioned by such causes for which the carrier is liable.

INTERSTATE COMMERCE COM'S'N in deciding the case of the Hynes Elevator Co. of Omaha vs. the C. M. & St. P. Ry., finds the charges on corn from points in Iowa and South Dakota to Kansas City, Mo., are unreasonable, and directs their reduction.—P.

DURING APRIL the Illinois Central cleared its entire line south of Memphis of the big accumulation of grain for export. While the movement is now not so heavy as during the winter, it promises to keep the terminals busy for some time to come.—B.

POWELL GRAIN Co., St. Louis, Mo., has been awarded reparation by the Interstate Commerce Com's'n, in its complaint against the Iron Mountain Ry., on account of elevator charges exacted without lawful tariffs on a carload shipment of bulk corn to Westwego, La.

THE CAR FERRY of the Grand Trunk Ry., Ontario No. 2, has been launched, and will be operated between Charlotte, N. Y., and Coburg, Ont. The vessel has a capacity of 30 loaded 70-ton cars at a speed of 17 miles per hour. The vessel is expected to make her way thru ice 4 feet thick.

INTERSTATE COMMERCE COM'S'N has authorized the Mobile & Ohio to provide a minimum weight of 30,000 lbs. on shelled or packed corn, except in boxes or in bags. Authority is given to establish proportional rates on grain through East St. Louis, the same as in effect via the St. L. & Iron Mountain.—P.

RULES governing the furnishing of grain doors at stations on the C. & A. Ry. are quoted in Sup. 17 to Tariff 28-B, issued by that railroad as effective April 29. This tariff makes an exception at St. Louis, Mo. No allowance will be made and no material furnished for grain doors supplied by consignees, shippers, elevators or other parties in cars loaded within the St. Louis, Mo., and East St. Louis, Ill., switching limits for unloading inside the same switching limits.

PROPOSED ADVANCES in rates on brewers' rice from southern fields to northern cities have been objected to by shippers of Louisiana and Texas points. The proposed advance is 5c per 100 lbs. from New Orleans, interior Louisiana, Texas and Arkansas points to St. Louis, and 5½c from those points to Chicago and Milwaukee.

RAILROADS are enabled to meet the competition of the Panama Canal shipping, thru a decision made by the Interstate Commerce Com's'n on April 20. A rate of 40c per 100 lbs. on certain commodities has been established between San Francisco and other California ports to eastern points, replacing rates of from 60 to 85c.

INTERSTATE COMMERCE COM'S'N has denied the request of S. F. Scattergood & Co., grain dealers of Philadelphia, for establishment of thru routes and joint rates on wheat from points on the Grand Trunk Western Ry., to points on the New York, Ontario & Western Ry., via Oneida, N. Y., with reconsignment en route.—P.

ARGUMENTS of carriers in the proposed advances of grain rates in official classification territory will be heard by the Interstate Commerce Com's'n on May 17 and for 3 days thereafter. Following this hearing the case will be adjourned until June 5, when the opponents of the advance will be heard. Both hearings will be held at Washington, D. C.

THE RAIL-AND-WATER rates on grain and grain products from Ohio and Mississippi River points to Tampa, Fla., via New Orleans, and the Gulf & Southern Steamship Co., and via Mobile and the Mallory Line Steamship Co., have been found unreasonable by the Interstate Commerce Com's'n in that they exceed the rail rates by more than 10c per 100 lbs.

THE HEARING of the Interstate Commerce Com's'n of evidence in the Nashville reshipping case was completed at Washington on Apr. 29 and a decision is expected shortly. The reshipping practice is carried on thruout the United States, and should the Com's'n find that it is a violation of the Interstate Commerce Act the finding would have a sweeping effect.

BALTIMORE Chamber of Commerce has filed a complaint with the Interstate Commerce Com's'n protesting against the removal of the 4 days' free storage time previously allowed by the B. & O., Pa., W. M., and N. C. Rys. The storage time has been cut to two days on such commodities as grain, hay and straw, and the cities of New York and Philadelphia are similarly affected.

RATES ON WHEAT to Great Falls, Mont., are attacked in a complaint to the Interstate Commerce Com's'n by the Royal Milling Co., of Great Falls. It is alleged that rates with stopping and milling in transit privileges are unreasonable. Rates similar to those prescribed for Minneapolis are requested, and a refund of \$9,500 on account of excessive charges in the past is asked.—P.

INTERSTATE COMMERCE COM'S'N has granted reparation to the Zenith Milling Co. and the Southwest Milling Co., of Kansas, because the M. P. and C. & A. Rys. refused to absorb switching charges in Kansas City on east and west shipments of grain and grain products. The Com's'n found the action of the roads as "unduly prejudicial," but fixed no amount as a refund.

COMPLAINT has been made by the Louis Muller Co., of Baltimore, and the Duff Grain Co., of Nebraska City, Neb., against the C. B. & Q. and the B. & O. Rys., alleging that 19 cars of wheat were delayed at Chicago. Demurrage charges of \$82 and reconsignment charges of \$38 were levied on the shipment. The complaint says these charges were unjust and asks their refund.—P.

A. T. & S. F. RY. has filed brief in the case brot against it by the Oklahoma Grain Dealers and Millers Ass'ns, and argues that its present rates on grain for export from Oklahoma to New Orleans are not in excess of the rates to Galveston. The railroad says it is willing to establish thru rates to New Orleans, but insists that such rates must exceed the Galveston rates.—P.

PHILADELPHIA Commercial Exchange compiled figures for the Interstate Commerce Com'n in the recent controversy alleging discrimination of the Pennsylvania Ry., in favor of New York, showing that the full cargoes of grain shipped from Philadelphia during the last 12 months amount to 13,500,000 bus. On this grain it is alleged there has been a loss to shippers of 1/4c per bu.

INTERSTATE COMMERCE COM'S'N has denied the grain men in the Atlanta-Nashville rate case a further rehearing, upon the ground that the matter had been passed upon by the United States Supreme Court. The case involves alleged discrimination on the part of the N. C. & St. Louis Ry., in favor of Nashville against other southern cities in re-shipping rates on grain and grain products.

INTERSTATE COMMERCE COM'S'N announces that it will hold a hearing at Chicago June 16 on the proposed increased rail-and-lake rates between the seaboard and Duluth and other lake ports. These lake-and-rail rates were denied by the Com's'n at the time the general 5% increases were permitted, but regardless of this fact the carriers have published specific schedules embodying the increases.

SUPERIOR COURT of the United States has held that suit against a carrier for damages can be brot in either federal or state court. The decision was rendered in the suit of the Pennsylvania Ry. Co. v. Puritan Coal Mining Co. The Interstate Commerce Com's'n, the court held, has jurisdiction to decide as to facts, but in the present instance there was no question as to facts, the railroad having failed to provide the proper quota of cars.

UNITED STATES Supreme Court, in deciding the complaint of Geo. W. Littlefield, Austin, Tex., against the Eastern Ry., of N. M., and the Pecos & Northern Ry., established the rights of shippers to demand equipment from a carrier. The court held that liability of the carrier became fixed when shipment was offered and in failing to provide the facilities needed, liability can not be avoided alone by proof of an existing shortage of equipment.

ILLINOIS PUBLIC UTILITIES Com's'n heard arguments at Springfield the last week of April on the petition of 8 Illinois railroads for permission to increase rates on grain. A similar petition was made last year by the Santa Fe, but this was refused. The old excuse of operating costs was again introduced as an argument to show why the grain men should pay higher freight rates, but as usual no mention was made of the real causes, the silver-lined sewer leading from the railroad offices to the favored holders of watered stock.

THIRTY-EIGHT SUITS against the C. B. & Q. Ry. for shortages of grain were dismissed on April 14 by Justice Godfrey of Monmouth, Ill. The suits were started on March 29 by the W. A. Fraser Co., operating elevators in a number of Illinois towns, and each was specific in its allegations. The court held that a criminal prosecution could not be conducted by a private attorney such as F. P. Brunswick, co-operating with the state's attorney.

APPROPRIATION of \$8,500,000 is sought by shippers of New York state for completion of the barge canal. The proposition is before the Legislature in the MacDonald bill, and the Buffalo grain trade has been active in working for the measure. Its enactment would mean the transportation of grain from Buffalo to New York for less than 2c per bu. which, when considered with the low lake rates, would prevent any of that trade being diverted to Canada.

INTERSTATE COMMERCE COM'S'N has discovered numerous instances where carriers have solicited shipments, prior to proposed reductions in rates, with the understanding that full tariff charges will not be collected. The Com's'n has then been applied to for authority to waive collection of the undercharge. These evasions of the law have resulted in the following order by the Com's'n: "On and after Aug. 1, 1915, the Com's'n will not consider on the informal docket any application for authority to waive collection of undercharges in connection with shipments delivered subsequent to July 31, 1915."

INTERSTATE COMMERCE COM'S'N has ordered the following refunds on account of excessive freight rates on grain: C., R. I. & Pac., \$51 to the Gammon Co., corn, Nebraska to Colorado; \$11 to Scott County Milling Co., wheat, Vanduser to Scheston, Mo.; A. T. & S. Fe., \$5 to Sylvia Grain Co., corn, Iowa to Kansas; Wichita Falls Ry., \$9 to Star Mill & Elevator Co., wheat, Oklahoma to Texas; C., R. I. & P., \$36 to Kasota Elevator Co., barley, Minneapolis, to Peru, Ill.; A. T. & S. Fe., \$16 to Syracuse Mill & Elevator Co., corn, Nebraska to Kansas; St. L. S. W., \$41 to Browne Grain Co., oats, Texas to Louisiana; \$16 to Pierson-Lathrop Grain Co., corn, Missouri to Kansas; Ill. Cent., \$75 to Tiedeman Elevator Co., corn, Iowa to Missouri; Minn., St. P., \$16 to Chambers Mackay Co., wheat scrap, Superior to Bowlington, Wis.—P.

ALLOWANCES and liabilities will be made as follows, in accordance with the new clause in the Canada Grain Act: By each terminal at Port William and Port Arthur: To overload on every cargo in excess of shippers' orders and official weight certificates one-sixth of one bu. for each 1,000 bus. of grain loaded at each such elevator into ships. By each ship: One-quarter of one bu. for each 1,000 bus. of grain carried. By each receiving terminal at eastern lake ports: To guarantee at unloading the weights given at Port William and Port Arthur, as evidenced by the government weight certificates, only making allowances as deducted by the boats, the practice as to damaged grain to remain as heretofore. This agreement will have no effect as to flax, which is handled on special bill of lading, and will continue to be handled on the present basis.

FERRETS will be used by the Saco Grain & Milling Co., Saco, Me., in ridding the property of rats, which of late have been very troublesome and numerous.

Improvements in Ohio Elevator

When the elevator of O. W. Linkhart & Son, Port William, O., was destroyed by fire last November the concern took advantage of the opportunity offered by improved methods of construction to avoid such disasters in the future. A 12,000 bu. elevator has just been completed on the site of the old plant, but the new structure is completely iron clad and embodies many other improvements not included in the former property.

Office is attached to the elevator, in such a position that it faces the driveway, where the wagon scale has been conveniently located. Beam for scale is inside the office. Grain is dumped from



O. W. Linkhart & Son's Elevator at Port William, O.

wagons into two receiving sinks, one for wheat and the other for corn, and is elevated thru leg in V buckets, 7x14 inches in size. Distribution to any of the nine bins is by a single Gerber distributing spout.

Power is supplied by a 25 h.p. Fairbanks kerosene engine located in a power house of solid concrete. Transmission is by rope drive, first from power house to basement of elevator, and from there to cupola and working floors, each drive having separate clutch. An ear corn annex, adjacent to the main plant, has capacity for 3,000 bus. A warehouse for cement is also provided.

The elevator is located on the D. T. & I. Ry., and cars ready for shipment are weighed over a Richardson Automatic Scale. The new plant was built by Burrell Eng. & Const. Co.

I HAVE always liked the Grain Dealers Journal.—H. N. Dickinson, New Lenox, Ill.

THE FIRST CAR of wheat shipped from the Peace River country in Northern Alberta has arrived at Winnipeg, via Grand Trunk Pacific Ry. It was grown at Varena.

SEVEN WESTERN STATES will co-operate this year in handling the harvest hand problem, and the federal dept of labor is also assisting the grain states. Requests for employment are already being received from farm hands of the south. The states uniting in the matter of harvest work are Kansas, Oklahoma, Nebraska, Missouri, Iowa, North and South Dakota and Minnesota.

Grain Trade News

ARIZONA

Chandler, Ariz.—The Chandler Grain & Seed Co. will succeed the Chandler Com's'n Co. It has incorporated with a capital stock of \$10,000 with W. G. Barrackman as pres., F. V. N. Dana, vice-pres. and W. J. Lewis, sec'y and treas.

ARKANSAS

Little Rock, Ark.—Geo. Niemeyer contemplates the erection of an elvtr. and installation of a feed mill in his warehouse. —Dan Daniel, grain inspector, Board of Trade.

Argenta, Ark.—The Hayes Grain & Com's'n Co. has bot the elvtr. and warehouse formerly owned by the T. H. Bunch Com's'n Co.—Dan Daniel, grain inspector, Board of Trade, Little Rock.

Little Rock, Ark.—The new 30,000-bu. elvtr. of the Cunningham Com's'n Co. is finished and in operation, and replaces the house burned June 11, 1914. The equipment includes 3 stands of elvtr. legs, a 3,000-bu. Richardson Automatic Scale in the cupola, a No. 9 Monitor Receiving Separator, a 10x36 roll, car puller, unloading shovels, molasses feed mixing plant with a Richardson Molasses Feed Scale, dry feed mixing plant with a Richardson Automatic Scale and Packer. The warehouse is 60x125, built of frame, iron clad construction, with unloading tracks on both sides of the house. The feed mixing plant contains 11 feeders, also three 35-h.p. and one 15-h.p. motors. Kaucher, Hodges & Co. have the contract.

CANADA

Regina, Sask.—The Grain Growers Grain Co., of Winnipeg, has opened an office with J. L. Williamson in charge.

Mortlach, Sask.—The Saskatchewan Co-operative Elvtr. Co., Ltd., has succeeded the Mortlach Farmers Elvtr. Co., Ltd.

Montreal, Que.—The Harbor Com's'ners will commence work this month on a 750,000-bu. elvtr. adjoining Elvtr. No. 1, making the total capacity 1,800,000 bus.

Ipswich Siding (Shoal Lake p. o.), Man.—The elvtr. of A. S. Arnold, containing 5,000 bus. grain, was destroyed by fire recently. Both the building and grain were partially covered by insurance.

Fort Williams, Ont.—The Dwyer Grain Co., Ltd., has let contract for a 150,000-bu. reinforced concrete addition to its elvtr. to D. A. Gordon. The company expects to have it ready by Sept. 1.—Irving De Lamater, vice-pres.

Superb, Sask.—The Home Elvtr., containing seed wheat which the government intended distributing among the farmers, was destroyed by fire recently. The loss on the building was covered by insurance and it will probably be rebuilt.

Port Arthur, Ont.—The elvtr. of the National Elvtr. Co., containing 39,000 bus. of wheat, oats and flax, was destroyed by fire recently. The loss on the building was \$50,000 and \$50,000 on the grain, all of which was covered by insurance. The plant will probably be rebuilt at once.

WINNIPEG LETTER.

The Square Deal Grain Co., Ltd., has reduced its capital stock from \$250,000 to \$50,000.

Homer Morrow is now general mgr. of a large grain company here. He is the son of S. O. Morrow, of Morrow & Taaffe, grain dealers at Carthage, Mo.

Captain John Geddes, of Peaker Bros. & Co., was killed in battle in France recently. He had been a popular member of the Grain Exchange for about 12 years and the news of his death was sadly received.

William Wilson, who held a seat in the Grain Exchange for several years, died at Indian Head recently.

Captain C. F. Bell, son of C. N. Bell, sec'y of the Grain Exchange, was wounded in the same battle in which Capt. John Geddes was killed. Several other grain men, who fought in the battle, have not been heard from.

A bill covering the following points has been introduced into the House of Commons and passed by the senate: Inspection certificates shall in all cases be final. All grain leaving a terminal elvtr. shall be officially weighed, and the certificate shall be final, subject on appeal to investigation and dealing by the board of grain com's'ners. By an addition to section 120 of the Grain act, power is given to the board of com's'ners to receive and investigate all complaints of any shortage of grain on delivery of same from an elvtr. to a vessel or from a vessel to an elvtr., and to assess or apportion the loss arising from such shortage amongst the elvtr. owners, water carriers and shippers. Also, the board is empowered to make regulations governing the responsibility for and the disposition of shortages and overages of grain when delivery of same from a vessel to an elvtr. or from an elvtr. to a vessel the board may assess in such manner and such amount as it may deem just and proper, contribution from elvtr. owners, water carriers and shippers, or from any of them in favor of the board or otherwise for the purpose of providing against such responsibility.

COLORADO

Strasburg, Colo.—The Crescent Mill & Elvtr. Co. has let contract for a new elvtr. to the White Star Co.

Peeetz, Colo.—Brauer & Grabill are not located here, having removed to Sidney, Neb.—Peeetz Lbr. & Grain Co.

Sterling, Colo.—The Sterling Farmers Union is discussing the erection of an elvtr. and mill to be built this summer.

Flagler, Colo.—J. P. Horney has a new elvtr. here.—R. M. Farquhar, mgr. Stratton Equity Exchange Co., Stratton.

Simla, Colo.—Another elvtr. will be built at this station this summer, which is 5 miles east of Ramah.—H. L. Wood.

Roggen, Colo.—A farmers co-operative elvtr. company will build an elvtr. which will be in operation before next fall.

Seibert, Colo.—Boyd Roller has a new elvtr. at this station.—R. M. Farquhar, mgr. Stratton Equity Exchange Co., Stratton.

Fleming, Colo.—Roy Mason is agt. for the Colorado Elvtr. & Grain Co.—Russell Molohan, mgr. Farmers Co-operative Elvtr. Co.

Mattison, Colo.—An elvtr. will be erected here this summer. This station is 10 miles east of Ramah. The C. R. I. & P. Ry. is trying to locate 2 elvtrs. in each town.—H. L. Wood.

Haxtum, Colo.—W. Mark is agt. for the Koehler-Twidale Grain Co. and Mr. Mitchell is mgr. for the Farmers Grain & Trading Co.—H. E. Robbins, agt. O. L. Mitten Grain Co.

Peeetz, Colo.—M. L. Parker is agt. of the Colorado Elvtr. & Grain Co. We expect to build an elvtr. with a capacity of 10,000 or 15,000 bus. this year on the C. B. & Q.—Peeetz Lbr. & Grain Co.

Akron, Colo.—We will install a feed mill in our elvtr. and build a 20x100 ft. warehouse with concrete floor and corrugated iron siding and roof.—Edw. T. Lornig, mgr. Farmers Mlg. Merc. Co-operative Ass'n.

Paoli (Haxtum p. o.), Colo.—I am agt. for the O. L. Mitten Grain Co.—J. B. Nelson.

Longmont, Colo.—The Farmers Union Co-operative Elvtr. & Supply Co. incorporated; capital stock, \$30,000; incorporators, V. H. Hamilton, J. M. Anderson, M. D. Coffin and others. A 50,000-bu. elvtr. will be built this summer.

Harmony sta. (Fort Collins p. o.), Colo.—Work on the new elvtr. of the Fort Collins Mlg. & Elvtr. Co. is progressing in a satisfactory manner. All excavating is finished and the concrete foundations will now be laid.

Bristol, Colo.—We sold the stock in our elvtr. here to the D. A. M. & P. Co., of Hartman, and the elvtr. is now operated as the Bristol Elvtr. We still own the building which the new company rents from us. We have moved our sales office to Lamar and confine ourselves to alfalfa hay shipping.—Cherokee Com's'n Co., Lamar.

DISTRICT OF COLUMBIA

Washington, D. C.—W. S. Hoge & Bro. have a grain elvtr. under construction and have moved their offices to their new warehouse adjoining.

IDAHO

Lamont sta. (Drummond p. o.), Ida.—We expect to build a 30x40 ft. flathouse.—R. D. Merrill, pres.-mgr. Merrill Grain & Farmers Elvtr. Co., Ashton.

Tetonia, Ida.—We have let contract for elvtrs. at this station and Felt. The houses will be 28x30x40 ft. of cribbed construction.—R. D. Merrill, pres.-mgr. Merrill Grain & Farmers Elvtr. Co., Ashton.

ILLINOIS

Lee Center, Ill.—A. F. Jeanblanc is building an elvtr. at this station.

Arlington, Ill.—The elvtr. of the Farmers Elvtr. Co. has been completed.

Atkinson, Ill.—The Farmers Grain Co. will put lightning rods on its elvtr.

Bolton, Ill.—Rosenstiel & Co. has succeeded Ed Burt.—H. A. Hillmer Co.

Aledo, Ill.—A farmers elvtr. company will be organized and an elvtr. built.

Niantic, Ill.—James Connaghan, former pres. of the Farmers Elvtr. Co., died Apr. 20.

Bradford, Ill.—I have installed a 6-bu. automatic scale in my elvtr.—D. M. Stauffer.

Deer Creek, Ill.—We are building a concrete driveway to our elvtr.—Ellis & Wagner.

Mahomet, Ill.—The Mahomet Grain Co. has let contract for the remodeling of its elvtr.

Brewer sta. (Danville p. o.), Ill.—The farmers are forming a company to build an elvtr.

Forest City, Ill.—The Farmers Grain Co. has let contract for the remodeling of its elvtr.

Mt. Auburn, Ill.—Hight & Cline will have their recently acquired elvtr. in operation by May 15.

Washington, Ill.—We are painting our elvtr. at this station.—Ellis & Wagner, Deer Creek.

Lindenwood, Ill.—The report that a farmers elvtr. company is being organized here is incorrect.

Springfield, Ill.—W. H. Barnes, of Champaign, has accepted a position with C. O. Matheny & Co.

Minooka, Ill.—The Minooka Grain, Lbr. & Supply Co. will build a large addition to its lumber shed.

Stateroad Siding (Ogden p. o.), Ill.—E. C. Sadorus is having an 18x20 ft. addition built to his elvtr.

Baylis, Ill.—We will either build a new elvtr. or repair our old house.—M. D. King Mlg. Co., Pittsfield.

Leonard, Ill.—The Farmers Elvtr. Co. has installed a Beall Cleaner.

Osberville, Ill.—The elvtr., which Hight & Cline recently bot, will be opened for business by May 15.

Annawan, Ill.—The Farmers Grain & Supply Co. has put concrete foundations under the office and scales.

Viola, Ill.—The Farmers Elvtr. Co., which will build an elvtr. here, will have a capital stock of \$10,000.

Little Indian, Ill.—F. E. Virgin is now pres. of the Farmers Grain Elvtr. Co., succeeding J. H. Petefish.

Petersburg, Ill.—Burglars entered the office of the Charter Oak Grain Co. Apr. 19 but nothing was taken.

Malden, Ill.—The Malden Elvtr. Co. has installed a Fairbanks Wagon Scale and built a large scale shed.

Twin Grove, Ill.—Paul Lembke has succeeded Park Enlow, who recently resigned, as agt. for Frank Supply.

Gibson City, Ill.—J. H. Holmes, at one time in the grain business here, died recently at Kansas City, Mo.

Shannon, Ill.—Graham Bros. Co. has succeeded Ed Burt at this station and Harper.—H. A. Hillmer Co.

Cazenovia, Ill.—H. J. Wykle has bot the elvtr. of Bachman Bros., taking possession May 1.—Wm. Wykle, Mahomet.

Evans siding (Lincoln p. o.), Ill.—We will paint our steel elvtr.—S. L. Nutty, mgr. Township Line Grain Co., Lincoln.

Highland, Ill.—Mrs. Frances A. Seybt died Apr. 25. She was the wife of Chas. H. Seybt, pres. of the Highland Mlg. Co.

Houston, Ill.—We have installed a new engine and rearranged all the machinery in our elvtr.—Eagle Mlg. Co., Sparta.

Tonica, Ill.—J. H. Hopper has bot the elvtr. of J. J. Matern. It will be overhauled and the old corn crib wrecked.

Rising sta. (Champaign p. o.), Ill.—L. S. Stucky is no longer mgr. of my elvtr. at this station.—Wm. Murray, Champaign.

Beaverville, Ill.—The E. J. Tegge Grain Co. has sold out and is now out of the grain business.—H. J. Kempen, formerly mgr.

Riola, Ill.—Paul Kuhn & Co. are building a 25,000-bu. crib construction elvtr. The Union Iron Works will furnish the equipment.

Carlock, Ill.—The office of the Farmers Elvtr. Co. was entered Apr. 19 and the knob pounded off the safe but it was not opened.

Morrison, Ill.—Construction work on the new elvtr. of Renkes Bros. has been started. It will be completed in about 2 months.

Pittsfield, Ill.—We will put new dumps in our elvtr. and repair the large conveyor from the elvtr. to the mill.—M. D. King Mlg. Co.

Maroa, Ill.—We purchased the 20,000-bu. elvtr. of Hendrix Bros., which is operated by electricity.—Shellabarger Elvtr. Co., Decatur.

Wilmert siding (Lincoln p. o.), Ill.—We will repair our crib elvtr. at this station.—S. L. Nutty, mgr. Township Line Grain Co., Lincoln.

Campbell sta. (Danville p. o.), Ill.—An elvtr. will be erected at this station by a farmers co-operative company now being organized.

Kewanee, Ill.—Contract to lay a spur track for the new elvtr. of the Farmers Elvtr. Co. has been received by the C. B. & Q. office.

Teheran, Ill.—We have bot the elvtr. of the Turner-Hudnut Co. and will take possession May 15.—J. A. McCreery & Sons, Mason City.

Walton, Ill.—Charles F. Welty is pres., A. D. Cahill, vice-pres. and Carl C. Ackert, sec'y-treas. of the recently incorporated Walton Equity Exchange. The company will endeavor to buy the elvtr. here but if it fails a modern elvtr. will be built.

Heyworth, Ill.—John Swearingen, who recently became a stockholder in the J. A. Harrison Grain Co., is now in charge of its elvtr. here.

Champaign, Ill.—The Farmers Elvtr. Mgrs. Ass'n for this district held its 7th semi-annual meeting at the Beardsley Hotel May 5.

Springfield, Ill.—Frank H. Funk of Bloomington has been re-appointed a member of the Illinois State Public Utilities Com'n.

Holmes crossing (Delavan p. o.), Ill.—A farmers elvtr. company will build an elvtr. on the siding which the Ill. Cent. R. R. is putting down.

Alton, Ill.—We are having plans made now for a 100,000-bu. concrete elvtr.—E. D. Tilton, vice-pres. Stanard-Tilton Mlg. Co., St. Louis, Mo.

Ladd, Ill.—The Ladd Elvtr. Co. contemplates the erection of a new elvtr. The company will install an automatic scale in its present house.

Humrick, Ill.—The Farmers Elvtr. Co., of Ridge Farm, has taken possession of the elvtrs. which it recently purchased here and at Humrick Jet.

Atwater, Ill.—It is my intention to build a 10,000-bu. elvtr. on the C. B. & Q. and have it ready for the coming wheat crop.—G. B. Carrico, Barnett.

Perdueville sta. (Paxton p. o.), Ill.—Ole Weberg, who is assistant to J. B. Carson in the grain business, was married Apr. 17 to Miss Florence E. Johnson.

Byron, Ill.—The recently organized Farmers Grain Co. incorporated; capital stock, \$15,000; incorporators, L. D. Marshall, W. S. Johnson and T. E. Colloton.

Princeton, Ill.—I do not know anything about the elvtr. of the Princeton Farmers Elvtr. Co. being sold. No improvements are being made.—L. Bass, mgr.

Wyanet, Ill.—The Wyanet Grain Co. has overhauled its elvtr., installing new safe, new dump board, remodeling the engine room and overhauling the engine.

Jerseyville, Ill.—We are just completing a 25,000-bu. concrete fireproof elvtr. and warehouse.—E. D. Tilton, vice-pres. Stanard-Tilton Mlg. Co., St. Louis, Mo.

Sycamore, Ill.—A. Z. Drake, who has been mgr. of our elvtr. at Esmond for 7 years, will have charge of our seed warehouse here.—Great Western Grain Co.

Renault sta. (Prairie du Rocher p. o.), Ill.—H. D. Miller, my father-in-law, who was agt. for the Nanson Com'n Co., was killed last December.—F. W. Bersche.

Palestine, Ill.—Work on the elvtr. of Miesenhelder Bros. is now under way and it will be in operation by July 1. A Midget Mill will be operated in connection.

Meyers sta. (Green Valley p. o.), Ill.—The Farmers Elvtr. Co. has let contract for a \$7,000 elvtr. to be built on the C. & N. W. Ry. a mile west of its present house.

Decatur, Ill.—The wire office of Ware & Leland, which J. E. Quigley and Bert Mutherspaugh were operating, was damaged by fire recently. New quarters were immediately procured.

Kewanee, Ill.—Altho local newspapers profess to be in possession of assurances that a depot will be built this year, the C. B. & Q. R. R. has not given me notice to vacate.—C. A. Wylie.

Maroa, Ill.—The elvtr. which the Shellabarger Elvtr. Co. bot from Hendrix Bros. will be repaired and remodeled. J. M. Allen will be in charge. The deal was consummated thru C. A. Burks.

Wrights, Ill.—The recently incorporated Farmers Elvtr. Co. has let contract for its elvtr. to the 3 Americas Co. L. H. Rafferty is pres., E. H. Trabue, vice-pres., and Geo. W. Wright, sec'y and treas.

Vermillion, Ill.—We are enlarging and remodeling our elvtr. and are taking out the electric motor which we have had for years and will install a 30-hp. gasoline engine. We have not decided what new machinery we will install.—E. P. Creston, Rudy & Co., Paris.

Luther sta. (Mason City p. o.), Ill.—The recently incorporated Luther Co-operative Elvtr. Co. has elected the following officers: A. D. Black, pres.; Arthur Donavan, vice-pres., and Frank Donavan, Jr., sec'y, treas. and mgr.

Harmon, Ill.—Improvements recently made at the elvtr. of the Farmers Elvtr. Co. consist of new scales, a 12 ft. addition to the office and a concrete vault for the gasoline tank which supplies the engine in the elvtr.

Gifford, Ill.—Work on the new office of the Farmers Elvtr. Co. was delayed on account of controversy with the Ill. Cent. R. R., which claimed that it was on the railroad right of way, but the building is now completed.

Pekin, Ill.—We have no plans for the building of more elvtrs. along the Hennepin Canal, altho there have been rumors to that effect. They are entirely unauthorized and have no foundation.—J. C. Aydelott, Smith-Hippen Co.

Dillon Crossing (Pekin p. o.), Ill.—We will erect an elvtr. at this station which is about 3 miles east of Bement. Contract will be let as soon as specifications are approved.—W. B. Fleming, mgr. Bement Grain Co., Bement.

La Hogue, Ill.—The company formed to operate the elvtr. of the old La Hogue Farmers Elvtr. Co. has incorporated as the Farmers Grain Co., capital stock, \$10,600; incorporators, Louis Kraft, Jr., W. T. Moore and R. M. Pollock.

Decatur, Ill.—We are remodeling the old Sangamon School on Sangamon St. into a warehouse and will move our offices there about May 20. We will also build a 60,000-bu. elvtr., equipped with grinding machinery.—Shellabarger Elvtr. Co.

Urbana, Ill.—The following have been admitted to membership in the Illinois Grain Dealers Ass'n: J. A. Harrison Co., Wapella; Hight & Cline, Decatur; Hunter & Ritscher, New Holland; R. F. Wrenn, Rockford, and R. L. Coomber, Stockton.

Esmond, Ill.—We have sold our elvtr. property to the Farmers Grain Co., which took possession Apr. 21 with Mr. White, of Morris, as mgr. The company also purchased our entire stock of machinery, coal, feed and tile.—Great Western Grain Co.

Tuscola, Ill.—I am building a new elvtr. which will cost about \$10,000 in addition to the new office which has just been finished. When everything is completed, it will be one of the finest outfits in the state. J. A. Davis will be mgr.—C. E. Davis, Arthur.

Urbana, Ill.—Misapprehension seems to be current that the sec'y office has been moved. This is not the case. The Ass'n business will continue to be transacted at the old office, 905 West Green Street, Urbana.—E. B. Hitchcock, ass't sec'y Illinois Grain Dealers Ass'n.

Sheridan Jct. (Sheridan p. o.), Ill.—Farmers Grain & Supply Co. incorporated; capital stock, \$7,500; incorporators, J. E. Grandgeorge, M. J. Flaherty and others. The company has not decided whether it will buy the elvtr. of the Neola Elvtr. Co. or build a new house.

Galesville, Ill.—The new 20,000-bu. elvtr., which Roy H. Jones & Co., Lodge sta. (Monticello p. o.), is building to replace the house which collapsed last year, will have a concrete foundation, hopper bottom bins, 2 stands of elvtrs., Richardson Automatic Scale, Fairbanks Engine, and Union Iron Works conveying and power transmitting machinery.

Evansville, Ill.—The Sauers Mlg. Co. is rushing the construction of a 75,000-bu. reinforced concrete elvtr., which is being built by the Macdonald Engineering Co. It is designed to receive and ship all the incoming grain used by the company in its grain and milling business. It will be equipped with scale dump, receiving leg, automatic scales, 2 elvtr. legs for turning and transferring operations, car shovels, cleaning machines, conveyors and transfer spouts. The building is to be finished and ready for operation for the present crop.

Clinton, Ill.—The J. A. Harrison Grain Co., of Heyworth, has purchased the elvtrs. of P. K. Willson here and at Birkbeck. The headquarters of the company will probably be moved to this city, but for the present A. A. Delon, a co-partner of Mr. Willson, will remain in charge of this elvtr.

Springfield, Ill.—The Thomason bill to regulate the commission business and license commission men was sent out of the House judiciary com'te for the second time with a recommendation for passage. It was placed on the calendar once before, but was re-referred to the com'te for amendment.

Hayes, Ill.—My new 45,000-bu. elvtr. and corn crib will be one of the most up-to-date plants in the state. The equipment, which will be furnished by the Union Iron Works, will include a sheller, cleaner and 3 elvtr. legs. Six General Electric Motors, each attached to its individual machine, will supply the power.—Jas. L. Bush, Tuscola.

Cuba, Ill.—The elvtr., which John Owens had leased from Geo. L. Scott, burned Apr. 24. It contained about 500 bus. of wheat, 300 bus. of corn and a quantity of oats. Loss on grain, \$1,250, insurance \$800. The building was also partly insured. The fire is reported to have been started by a spark from a passing locomotive falling in a bird's nest near the top of the building.

Cerro Gordo, Ill.—We have erected fire escapes on the sides of Elvtr. "A" for use in fighting fire, closed up openings with screens to prevent sparrows entering the building to make nests, built approaches with concrete walls filled with dirt up to the bridges, and are finishing out the elvtr. with steel frame work. The elvtr. was damaged by fire July 16, 1914.—F. S. Betz, mgr. Cerro Gordo Grain & Coal Co.

La Rose, Ill.—Frank N. Rood and Jas. A. Simpson, operating as the La Rose Grain Co. at La Rose, have been made defendants in a damage suit for \$20,000, charged with using the mails to defraud. The plaintiff is Chas. W. Buckley, of Buckley & Co. Report states that Mr. Rood was taken into partnership several years ago by Mr. Simpson, who was then worth about \$500,000, and that he has lost about \$80,000 thru speculation on the Chicago Board of Trade during the past 7 years. Mr. Buckley claims that Mr. Rood furnished him warehouse receipts as evidence that he had 30,000 bus. of oats in his elvtrs. that were consigned to the order of Buckley & Co., which afterwards proved to be false. The trial of Mr. Rood on the charge of using the mails to defraud resulted in the release of Mr. Rood, Judge Humphrey, in the federal court at Peoria recently, taking the case from the jury, on the ground of lack of evidence to show that Mr. Rood intended to commit fraud. The government's prosecution was based on the mailing of elvtr. receipts for 58,000 bus. of grain not actually in store. Rood's defense was that altho the firm did not have the grain in store it had been contracted for from farmers for early delivery.

CHICAGO NOTES.

Arthur T. Begley, vice-pres. and sec'y of the Hirst & Begley Linseed Co., died recently.

We opened an office in the Rookery Bldg. May 1 with Henry D. Sturtevant, resident partner, in charge.—Raymond Pynchon & Co.

I will have charge of the receiving dep't of Adolph Kempner Co. The firm of F. M. Baker & Co. has been discontinued.—F. M. Baker.

The Armour Grain Co. entertained its country elvtr. mgrs. at the bull game Apr. 23. They had dinner at the Blackstone Hotel and spent the evening at the Garrick Theater.

CHICAGO CALLERS: Victor Dewein, Warrensburg, pres., and E. B. Hitchcock, Urbana, ass't sec'y, Illinois Grain Dealers Ass'n; John Wickenhiser, of John Wickenhiser & Co., Toledo, O.; C. L. Aller, sec'y Crete Mills, Crete, Neb., and Geo. R. Read, Lindenwood, Ill.

Hulburt, Warren & Chandler have moved into larger quarters in the Continental & Commercial National Bank Bldg.

B. Seward Carr, who has been ass't cashier for Walter Fitch & Co. for 11 years, shot and killed himself Apr. 28. Depression over losing his position when the company consolidated with Harris, Winthrop & Co. recently, is reported to have caused his despondency.

Edward R. Bacon has brot suit against his former office mgr., Otto G. Reichelt, and 6 others, including Master in Chancery R. B. Mason, Apr. 27, in an effort to obtain title to real estate he says was bot with his money by Reichelt. He asserts that Reichelt, while mgr., embezzled \$24,329.60 and later confessed it in a letter.

The Chicago & Northwestern Ry. Co. has purchased a large tract of land on the Calumet River at 120th street to be the site of a very large grain elvtr. Definite arrangements for construction, or for the lease of the house to the Armour Grain Co., have not yet been closed. In due course bids for construction will be taken by W. H. Finley, chief engineer, C. & N. W. Ry. Co., Chicago.

Thomas F. Ford, Franklin M. Crosby and John Philip Benkard have applied for membership in the Board of Trade. Armit Brown, of Philadelphia, Pa.; Monroe D. Ullery, of Pittsburgh, Pa.; Thos. M. Hoarty, of Streator, Ill.; Robert L. Clinton, Albert Rothschild, Cornelius J. Lucy, Robert P. Boylan, Willis Counselman and L. J. Weigle have been admitted to membership, and the memberships of Vernon C. Gray and the estates of Jas. S. Bell and Bernard Curtis have been posted for transfer. Memberships are quoted at \$2,850 net to buyer.

Two amendments to the rules of the Board of Trade have been posted for ballot. One provides an addition to Rule IV of Sec. 35 empowering the board of directors to organize a car inspection department, to fix the fees for such service and to appoint the necessary officers and employees. This is the outcome of the request of the state grain dealers ass'ns that the Chicago Board of Trade supervise weighing at outlying yards and make reports on condition of all cars arriving with grain. The other amendment adds a clause to Sec. 10 of Rule XXII providing that offers in the exchange hall, if not immediately accepted, shall be open to acceptance for less than the entire named quantity, by other members.

INDIANA

Thorntown, Ind.—R. S. Stall & Co. have their new 12,000-bu. elvtr. completed.

Frankfort, Ind.—The J. T. Sims Grain Co. has installed new machinery in its plant.

Ligonier, Ind.—An elvtr. will be built at this station.—Campbell & Co., Kendallville.

Fremont, Ind.—The Fremont Mill & Elvtr. Co. has succeeded the Hammel Mlg. Co.

McCool, Ind.—C. O. Johnson recently traded his elvtr. to Carrolton Thatcher for a farm.

Frankfort, Ind.—M. B. Pratt, grain broker at this station, died Apr. 30.—Stevenson & Bergen.

Morgantown, Ind.—The Suckow Mlg. Co., of Franklin, will commence work at once on a 12,000 bu. elvtr.

Evansville, Ind.—J. L. Igleheart, of Igleheart Bros., is building one of the finest residences in the city.

Courtland, Ind.—Job Hamblen, of Azalia, has just completed 2 elvtrs., 1 for wheat and the other for corn.

Shelby, Ind.—We expect to remodel our dump and put in a coal yard.—H. A. Hildebrandt, agt. C. E. Nichols & Co.

Bicknell, Ind.—Chas. A. Philippe is rebuilding and putting galvanized siding on his elvtr. A. H. Richner is doing the work.

Emison, Ind.—We have done some slight improving on our elvtr. in preparation for the big wheat crop.—F. J. Townsley Elvtr. Co.

Warsaw, Ind.—Wm. Guyatt, of Winamac, has purchased the grain business of the Smith Grain & Mlg. Co., operated by D. E. Smith.

Newcastle, Ind.—Harry M. Martin, of Martin, Martin & Co., who has been ill for several weeks, is now in a hospital in Indianapolis.

Greenfield, Ind.—Chas. Smith, of the Greenfield Mlg. Co., operating an elvtr. here, died from blood poisoning recently at the age of 30.

Ambia, Ind.—We have installed a feed grinder and built a 20x36 ft. feed house. We will handle all kinds of mill feed.—Ambia Grain Co.

Clarks Hill, Ind.—J. W. Witt is building a new elvtr. on the Clover Leaf R. R. to replace the one burned Aug. 3, 1914.—Stevenson & Bergen.

Medaryville, Ind.—The Crabbs, Reynolds, Taylor Co. is improving its elvtr. and installing new machinery.—Farmers Elvtr. Co., Francesville.

Washington, Ind.—Fire, caused by lightning, destroyed the old Coleman Fort, which had been used as a grain elvtr. It was over 100 years old.

Seymour, Ind.—E. B. Thompson, sec'y of the Blish Mlg. Co., which operates elvtrs. in this state, was a passenger on the steamship Lusitania, which was sunk May 7.

Lafayette, Ind.—The Imperial Corn Products Co., which recently succeeded the Lafayette Hominy Mill Co., is remodeling its plant and installing new machinery.

Marshfield, Ind.—We are building a 24x24 ft. feed and seed room next to our office and are making some improvements in the office.—P. J. Wolfram, Wolfram Grain Co.

Percy Jct. (Goodland p. o.), Ind.—The Goodland Grain Co. will build a new elvtr. on the site of the one which is now being wrecked. Fred Friedline has the contract.

Franklin, Ind.—The elvtr., which Valentine & Valentine are building, will give them from 30,000 to 40,000 bus. additional storage capacity.—J. M. Dunlap Grain Co.

Tipton, Ind.—I am now sole prop. of the elvtrs. at Jackson and Goldsmith. Fred B. Fox, associated with me for the past 12 years, has sold his interest to me and moved to California.—G. G. Davis.

Anderson, Ind.—The Union Grain & Feed Co. will succeed the Union Grain & Coal Co. B. O. Barnes remains in charge. The coal bins, which were on trestles, are being remodeled so as to give the company a modern feed mill.

Kentland, Ind.—The many friends of Warren T. McCray will be pleased to learn that the Orchard Lake Stock Farm will have its 7th annual sale of high class Herefords May 15, when 25 bulls and 50 cows will be sold at auction.

Craigville, Ind.—We will build a new elvtr. from the cellar up with all new machinery, including a gasoline engine, 2 dumps, cleaner and sheller.—Gideon Gerber, agt. Burk Elvtr. Co. The contract for the elvtr., which will replace the one burned Feb. 7, has been let to the Burrell Eng. & Const. Co.

Plymouth, Ind.—We had an agreement to sell our elvtr. on contract but had a fire Apr. 25 which practically destroyed it. The office and store room, feed grinder and motor were saved, also the greater portion of the clover seed and feed rooms. We had nearly 7,000 bus. of grain in the building, which is practically a total loss, either being burned or damaged by water. Loss about \$16,000. The fire was first seen in the upper part and is supposed to have been caused by spontaneous combustion, which is the only plausible cause we can assign. Had there been any wind, the entire building would have burned to the ground. The main part will have to be completely rebuilt.—Milner & Grube.

INDIANAPOLIS LETTER.

The Indiana Grain Dealers Ass'n will hold its Mid-Summer Meeting June 8 and 9. The program has not been completed.—Chas. B. Riley, sec'y.

Seven sample tables have been added to those already on the trading floor. The floor space has been doubled.

Walter J. Kemp, who formerly traveled for Urmston-Harting Grain Co., will cover Indiana for the Mutual Grain Co.

All dealers becoming members of the new claims bureau must pay \$5 dues, to which will be added assessments based on the average number of cars shipped by each dealer annually. The extra assessments range from \$2.50 for a dealer who ships 50 cars each year to \$20 for the one shipping 350 to 400 cars. It will be necessary to have about 150 members to make the bureau a success and if we get these it will be in operation by July 1.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n.

IOWA

Ventura, Ia.—The Farmers Elevator Co. has built new coal sheds.

Northwood, Ia.—Thompto & Heine have let contract for an elevator.

Bennett, Ia.—The Farmers Elevator Co. will improve its line of elevators.

Beaman, Ia.—The Beaman Elevator Co. will install a dust collector.

Little Rock, Ia.—The elevator of E. A. Brown has a new driveway.

Watkins, Ia.—The Watkins Grain Co. will put a new dump in its elevator.

Little Rock, Ia.—The Farmers Elevator Co. has installed 2 Challenge Dumps.

Columbus Jct., Ia.—Sprague & Weber are making repairs on their elevator.

Stanhope, Ia.—The Farmers Elevator Co. has repaired and improved its elevator.

Wiota, Ia.—Geo. Weimer has secured a position in an elevator at this station.

Akron, Ia.—The office of John Hedges was slightly damaged by fire recently.

Elwell sta. (Maxwell p. o.), Ia.—J. C. Elliott is now agt. for the Neola Elevator Co.

Roland, Ia.—The new elevator of Jacob Erickson is now in course of construction.

Hartley, Ia.—The elevator of the Farmers Elevator Co. is being covered with galvanized iron.

Stratford, Ia.—The Stratford Grain & Supply Co. has finished a 24x40 ft. machine shed.

Nevada, Ia.—The Farmers Elevator Co. is enlarging its office to make room for the new scales.

Audubon, Ia.—The new elevator of the Johnson Grain Co. is rapidly nearing completion.

Ritter sta. (Sheldon p. o.), Ia.—The Farmers Elevator Co. is building a new lumber shed.

Bayard, Ia.—The foundation for the new 30,000-bu. elevator of the Chas. Dozler Grain Co. is completed.

Reeve sta. (Hampton p. o.), Ia.—Andrew Fransen will take charge of the Farmers Elevator Co. July 1.

Toledo, Ia.—The Farmers Elevator Co. has installed a loading spout and will make other improvements.

Jolley, Ia.—The Farmers Elevator Co. has improved its elevator, installing a new dump and other machinery.

Tipton, Ia.—The Farmers Elevator Co., of Bennett, has substituted an electric motor for its old gas engine.

Rinard, Ia.—The Farmers Elevator Co. will paint its elevator, install a grain distributor, motor and new belting.

Lawn Hill, Ia.—The New Providence Co-operative Co. will build a new lumber shed, salt house and coal shed.

Lamoni, Ia.—We will cover our elevator with steel siding and put on a fireproof roof.—Iowa-Missouri Grain Co.

Radcliffe, Ia.—The Farmers Elevator Co. is planning the erection of a large elevator. A lumber shed has just been built.

Harris, Ia.—Greig & Zeeman are wrecking their old elevator to make room for the new house to be built on the site.

Calamus, Ia.—The Farmers Grain Co. is planning to build a new elevator. Lightning rods will be put on the old house.

Panora, Ia.—The Farmers Co-operative Elevator Co. has adopted a resolution limiting the time of storage to 30 days.

Clarion, Ia.—Gordon Garver, of Tingley, has bot the elevator of the Western Elevator Co., possession to be given July 1.

Madrid, Ia.—L. E. Johnson, of Johnson & Lundahl, hurt his leg severely when he stopped a runaway team at the elevator.

Alta, Ia.—The Alta Co-operative Farmers Elevator & Supply Co. has improved its elevator and is building a 16x120 ft. coal shed.

La Porte City, Ia.—John Krebs is pres., R. E. Ashley, sec'y-treas., and I am mgr. of the Producers Elevator Co.—F. E. Hoyt.

Merrill, Ia.—Peter Arendt, who has had charge of the elevator of the Plymouth Mfg. Co. at Oyens, is now agt. for the company here.

Nemaha, Ia.—The Farmers Elevator Co. will install new scales and build an office and flour storehouse of cement and hollow blocks.

Graettinger, Ia.—The contract price of the new elevator, which the Younglove Const. Co. is building for the Farmers Elevator Co., is \$7,500.

Albion, Ia.—The 40,000-bu. elevator of Chas. A. Robinson has been almost completed by the Temple-Williams Co., which has the contract.

Hayfield, Ia.—There was some talk of a farmers elevator for this station, but the project seems to have fallen thru.—Ed. Cashman.

Lehigh, Ia.—We are installing a 7½-h.p. induction electric motor and 6x12 cups in our elevator.—S. F. Carlson, mgr. Farmers Elevator Co.

Strahan, Ia.—Farmers Elevator Co. incorporated; capital stock, \$5,000; incorporators, T. M. Brazelton, F. J. Steele, Chas. Gipe and others.

Buckeye, Ia.—The elevator of C. E. Lowry & Son will be remodeled and improved by the Younglove Construction Co., which has the contract.

Exira, Ia.—P. M. Jessen is pres., H. A. Nelson, vice-pres., J. B. J. Lohner, sec'y, and R. G. Nancaro, treas., of the Exira Co-operative Co.

Thornton, Ia.—Allen B. Jacobsen has succeeded me as agt. for the Hynes Elevator Co. and I am out of the grain business.—J. C. Motensen.

Sioux City, Ia.—James Mullaney, son of J. J. Mullaney, and sec'y of the Board of Trade, was married last month to Miss Marie Murphy.

Mt. Pleasant, Ia.—The A. D. Hayes Co. is putting in about \$5,000 worth of improvements, including a new attrition mill, run by electricity.

Alleman, Ia.—We have just finished remodeling our elevator and it is now modern in every respect.—J. R. Johnson, agt. Farmers Elevator Co.

Humboldt, Ia.—We will install a new leg, 6x12 buckets, new dump and Richardson Automatic Scales.—Ed. J. Funk, mgr. Farmers Co-operative Ass'n.

Fernald, Ia.—The Farmers Grain Co. has settled the suit brot by the Cedar Rapids Grain Co. for damages on account of failure to ship grain on contract.

Marion, Ia.—The recently organized Farmers Elevator Co. incorporated; capital stock, \$12,000; incorporators, R. N. Fitzgerald, Lewis Weis and others.

Waverly, Ia.—Colburn Bros., of Irma, have bot the elevator of Coddington & Laird. An elevator will be built at this station in charge of Simpson & Albright.

Sheldon, Ia.—L. J. Button, of the L. J. Button Elevator Co., is spending a couple of weeks at Colfax Springs, Ia.—J. L. Welsh, Omaha Elevator Co., Omaha, Neb.

Elk Horn, Ia.—The repairs are almost completed on the elevator of E. Rothschild Co., which was damaged by a freight engine crashing into it last February.

Blairstown, Ia.—The Blairstown Grain Co. will commence work soon on a 25,000-bu. elevator, which will be built on the site of the plant destroyed by fire Apr. 6.

Elkhart, Ia.—F. C. Kelley is pres., M. E. Gannon, vice-pres., Ralph A. Clark, sec'y-treas., and P. J. Guthrie, general mgr., of the newly organized Elkhart Grain Co.

Chatsworth, Ia.—I have been out of the grain business for the past 6 months and there will not be any grain moving for several months to come.—D. K. Bennett.

Highview sta. (Webster City p. o.), Ia.—The Farmers Grain Co. has bot the elevator of the Western Elevator Co., which it will operate in connection with its own plant.

Tennant, Ia.—We are building a 10,000-bu. addition to our elevator, the equipment to be furnished by Fairbanks, Morse & Co.—R. A. Friend, mgr. J. F. Twamley Son & Co.

Tama, Ia.—The Farmers Elevator Co. will build an 18,000-bu. elevator to replace the house burned Nov. 15, 1914. The equipment will include a cleaner, sheller and automatic scale.

Marble Rock, Ia.—We are putting up a 16x64 ft. building with 10 ft. posts to be covered with corrugated iron siding. It will be used for feed, cement and coal.—Farmers Elevator Co.

Colwell sta. (Charles City p. o.), Ia.—The Colwell Grain Exchange has been organized with a capital stock of \$10,000. Wm. Rouse is vice-pres., Frank Brunner, sec'y, and David Colwell, treas.

Dysart, Ia.—L. A. Seelman, formerly mgr. of the Farmers Co-operative Co. of Northwood, has succeeded Herman Schroeder, who recently resigned, as mgr. of the Farmers Elevator Co. here.

Ellsworth, Ia.—The recently acquired elevator of the Brinton Grain & Coal Co., which had been closed while a larger conveyor was being installed, larger cups added and other repairs made, has been opened again.

Covington, Ia.—We hope to soon be able to erect an elevator at this station and would have built one long ago if the C. M. & St. P. R. R. had not made so many changes in its trackage.—Jackson Grain Co., Cedar Rapids.

Muscatine, Ia.—We expect to build an elevator here but the site has not been definitely determined upon. We are also increasing our facilities in other ways.—H. D. McCord, pres. Merchants Elevator Co., Minneapolis, Minn.

Akron, Ia.—The elevator, which the Hunting Elevator Co. is building to replace the house burned Mar. 13, 1914, will cost \$7,000 and will be completed by June 1. I expect to rebuild my elevator, which burned June 18, 1914, this summer.—T. L. Burnight.

Onawa, Ia.—We are adding a 16x30 ft. brick addition with asbestos roof, to our old 14x30 ft. office. The new part will be used for a private office and directors' room and when completed will be furnished with up-to-date office furniture.—A. D. Post, mgr. Farmers Elevator Co.

Oyens, Ia.—The Oyens Co-operative Co. has leased the elevator of the Plymouth Mfg. Co., of Le Mars, and will operate it in connection with its own house. The office is being raised to the level of the driveway and other improvements made. Wm. Galbraith will have charge of both elevators.

Rock Valley, Ia.—The elevator of the Hunting Elevator Co. will be overhauled this spring. A. H. Betts is putting in a man-lift. The Rounds & Ketels Mfg. Co., of which H. E. Rounds is a member, has bot the elevator of the Reliance Elevator Co. and will use it for storage.—Farmers Elevator Co.

Sioux Rapids, Ia.—Work is progressing rapidly on the new 25,000-bu. elevator, which the L. J. Button Elevator Co. is building to replace the house burned Dec. 18, 1914. The company expects to have the building completed by May 15. The Quaker Oats Co. will let contract soon to have its old house razed and a modern structure erected in its place.

Coon Rapids, Ia.—J. J. Grosenbaugh is moving his elvtr. on account of the straightening of the new double track of the Milwaukee R. R.—Robt. Handy.

Mt. Union, Ia.—Work has been started on our new 30,000-bu. elvtr. It will have 11 bins, 2 legs, 2 dumps and an iron clad loading spout and cleaner. A 2,000-bu. Richardson Automatic Scale will be installed. We expect to have it completed by June 15.—Alfred Rasmus, mgr. Farmers Elvtr. Co.

Audubon, Ia.—D. E. Hart, agt. of the Uppike Grain Co., was severely injured Apr. 23. He had straddled a timber in an attempt to oil a pulley when the leg of his trousers caught on a set screw head, whirling him around the main shaft, until his clothing was torn off and his body badly bruised.

Ashton, Ia.—R. C. Yappen, mgr. of the Farmers Elvtr. Co., fell from a ladder while helping repair the elvtr. recently purchased from A. Streit. He injured 3 of his ribs and was confined to bed for several days, but is getting along very well and is now able to be about with the aid of a cane.—J. L. Welsh, Omaha Elvtr. Co., Omaha, Neb.

Mason City, Ia.—The Hubbard Grain Co. has purchased the elvtrs. of the Western Elvtr. Co., of Winona, Minn., at Crippen, Cylinder, Dickens and Duncan, Ia., and the one at Crystal Lake from Erickson & Rasmussen, and has also leased the elvtr. at Emery sta. (Clear Lake p. o.) on the Mason City & Clear Lake Ry. It will make this city its headquarters.

Napier sta. (Luther p. o.), Ia.—We are installing all new machinery in our elvtr., including a 2,000-bu. Richardson Automatic Scale and a 15-h.p. electric motor. In addition to the corn crib, we are building oats bins over the driveway which make the elvtr. and corn crib one building. A residence for the mgr. has also been purchased.—Joe White, mgr. Farmers Elvtr. Co.

Des Moines, Ia.—The recent session of the legislature passed an amendment to the Weight and Measure Law providing for the testing of all elvtr. and other grain scales by the Weight and Measure Dept. of the Dairy and Food Com'n. This work was formerly done by the inspection bureau of the Western Grain Dealers Ass'n. The fee for testing wagon scales has been reduced from \$5 to \$3.

McIntire, Ia.—The Cargill Grain Co., of Minneapolis, Minn., bot the old Ober-Kingsbury Elvtr. and will move it to its present site and join it to the elvtr. which the company now operates, as more room is needed. A new engine, cleaner and other necessary machinery will be installed. The company will also go into the merchandise business, handling mill feed of all kinds, flour, coal and wool.—A. Blanchard, agt.

Mount Ayr, Ia.—A stock company has been organized here and at Redding and contracts for elvtrs. have been let to G. H. Birchard. Work will begin as soon as leases are furnished. The new company is a branch of the Iowa-Missouri Grain Co. and was organized by C. R. Rauch, mgr. The elvtrs. will be steel clad studded frame houses with a capacity of 10,000 bus. each and will be equipped with automatic scales. A seed warehouse will be added here.—Iowa-Missouri Grain Co.

KANSAS

Ogden, Kan.—S. P. Clark has added a lumber yard to his elvtr.

Scottsville, Kan.—The Farmers Union is building a 30x34 ft. warehouse.

Uniontown, Kan.—Goodlander & Konantz will remodel their mill into an elvtr.

Glade, Kan.—A. W. Armstrong of Harlan has bot an elvtr. at this station.

Whiting, Kan.—Farmers Elvtr. & Supply Co. incorporated; capital stock, \$8,000.

Canton, Kan.—The Farmers Grain & Supply Co. is building a 10,000-bu. elvtr.

Elkhart, Kan.—Work on the elvtr. of S. L. Gamble, of Liberal, has been started.

Hutchinson, Kan.—The Bolin-Hall Grain Co., of Liberal, will open an office in this city.

Clyde, Kan.—The Farmers Co-operative Supply Co. contemplates the erection of an elvtr.

Dodge, Kan.—The Davidson Grain Co., of Macksville, will build an elvtr. on the C. R. I. & P.

Willis, Kan.—A farmers elvtr. company is being formed to build an elvtr. at this station.

Elmer sta. (Hutchinson p. o.), Kan.—P. S. Schrock is building a 5,000-bu. elvtr. on his farm.

Hugoton, Kan.—The H. B. Wheaton Grain Co. incorporated with a capital stock of \$10,000.

Timken, Kan.—The Farmers Union is a new company in the grain business here—J. Kraisinger.

Ardell sta. (Kinsley p. o.), Kan.—The Kansas Grain Co. will build a 10,000-bu. iron clad elvtr.

Carvel sta. (Cleveland p. o.), Kan.—I will repair my elvtr. at this station.—H. F. Braly, Cleveland.

Bucklin, Kan.—The Bucklin Co-operative Elvtr. & Supply Co. will install a Boss Air Blast Car Loader.

Wilson, Kan.—We are contemplating placing additional dumping room in our elvtr.—Weber & Co.

Parsons, Kan.—The Rea-Patterson Mfg. Co., of Coffeyville, will operate the elvtr. of Maer Bros. under lease.

Wichita, Kan.—L. R. Hurd, pres. of the Red Star Mill & Elvtr. Co., is recovering from a serious operation.

Offerle, Kan.—The Rock Mill & Elvtr. Co. will build a large elvtr. to replace the house now being wrecked.

Bretton sta. (Gem p. o.), Kan.—Ben Foster has erected an elvtr. and established a lumber and coal yard here.

Oakley, Kan.—The Equity Elvtr. Co. will improve its elvtr. this year, installing a cleaner and automatic scale.

Wichita, Kan.—Frank D. Bruce has been admitted to membership in the Board of Trade.—Jas. H. Sherman, sec'y.

Kanorado, Kan.—We expect to commence work on enlarging our elvtr. about June 10.—J. B. Ford, Kanorado Grain Co.

Clayton, Kan.—I will enlarge and improve my elvtr. with good facilities for cleaning, weighing and loading.—J. E. Rule.

Smolan, Kan.—The Farmers Union Co-operative Co. is planning the erection of a 20,000-bu. steel addition to its elvtr.

Falun, Kan.—The elvtr. I will build will have a capacity of 20,000 bus. and will be completed by July 10.—G. A. Forsse.

Kinsley, Kan.—The Rock Mill & Elvtr. Co. will build a 20,000-bu. elvtr. to replace the house which it is wrecking.

Kinsley, Kan.—Work is progressing on the elvtr. of the Kinsley Grain & Lbr. Co. The White Star Co. has the contract.

Argonia, Kan.—G. Pearce contemplates the erection of an elvtr. and feed mill on the Mo. Pac. at this station.—Levi Cook.

Satanta, Kan.—No new elvtr. in sight for this station at the present time.—J. L. Hipple, mgr. Satanta Equity Exchange.

Rago, Kan.—The Bolin-Hall Grain Co. is building a new elvtr. here.—A. A. Johnston, agt. Bolin Hall Grain Co., Zenda.

Sand Springs (Solomon p. o.), Kan.—An elvtr. will probably be built here. M. F. Aumiller is at the head of the movement.

Nashville, Kan.—The Bolin-Hall Grain Co. is painting its elvtr. and putting in new wagon scales.—A. A. Johnston, Zenda.

Hutchinson, Kan.—The concrete work is progressing rapidly on the 15 grain tanks now being erected by the Wm. Kelly Mfg. Co.

Sharon, Kan.—I am making repairs on my elvtr. here and have installed a new Richardson Automatic Scale.—H. C. Vesper.

Nickerson, Kan.—The Wooddell Grain Co. incorporated with a capital stock of \$10,000.

Joy sta. (Greensburg p. o.), Kan.—The Liberal Elvtr. Co., of Hutchinson, is building a 25,000-bu. elvtr. on the C. R. I. & P.—H. T.

Norton, Kan.—Godfrey Hulshizer, of Kansas City, Mo., has bot the elvtr. of the Farmers Mfg. Co.—W. H. Chappell, Receiver.

Hazleton, Kan.—I have purchased the John L. Bridges Elvtr. here. I will move the scales and build a new office.—H. C. Vesper.

Ardell sta. (Kinsley p. o.), Kan.—The Rock Mfg. & Elvtr., of Hutchinson, will erect a 20,000-bu. elvtr.—S. A. Miller, agt., Kinsley.

Elkhardt, Kan.—The Farmers Grain & Feed Co. of Greensburg are building a 24x30 ft. elvtr.—Hugoton Elvtr. & Warehouse Co.

Downs, Kan.—We will remodel our elvtr. and put in an automatic scale.—Osborne County Farmers Union Co-operative Ass'n, Osborne.

Colwich, Kan.—The Farmers Elvtr. Co., which is operating a small elvtr., will build a large house next season if conditions are favorable.

Alameda sta. (no p. o.), Kan.—I have leased the elvtr. of D. P. Graber and will overhaul it before harvest.—H. P. Braly, Cleveland.

Star Valley (West Mineral p. o.), Kan.—The elvtr. which the Kelso Grain Co., of Cherokee, is building, will have a capacity of 8,000 bus.

McCracken, Kan.—There is a farmers elvtr. company already established here and at Nekoma.—Farmers Grain & Supply Co. Nekoma.

Albert, Kan.—H. R. Arnold has let contract for a 30,000-bu. elvtr. to be built this summer in addition to the mill which he is now building.

Osborne, Kan.—We are building a 20,000-bu. studded elvtr. with warehouse attached.—Osborne County Farmers Union Co-operative Ass'n.

Mankato, Kan.—S. I. Green has bot the Dickerhof Elvtr., which has recently been operated by A. S. Wilson, and placed Clyde Green in charge.

Hill, Kan.—The C. E. Robinson Grain Co., of Salina, has let contract for an elvtr. to be started at once. The White Star Co. has the contract.

Anthony, Kan.—L. H. Gabbert has bot the elvtr. owned by Mrs. E. E. Leslie and E. Sloan, which was operated as the Anthony Elvtr. Co.

Howell, Kan.—We will install a Richardson Automatic Scale in our elvtr. about June 1.—E. M. Smart, sec'y Southwest Grain Co., Stafford.

Russell, Kan.—B. F. Herren has been appointed temporary mgr. of the elvtr. of the Russell Mfg. Co. since the death of H. E. Hanna last month.

Hutchinson, Kan.—The erection of a 1,000,000-bu. public terminal elvtr. is being discussed. Nothing definite has been done toward making the plans.

Alcott sta. (no p. o.), Kan.—The Farmers Elvtr. Co., of Turon, is building a small elvtr. at this station.—Preston Grain, L. S. & Merc. Co., Preston.

Zenda, Kan.—The Farmers Grain & Supply Co. has built a modern 2 room office and directors' meeting room.—A. A. Johnston, agt. Bolin-Hall Grain Co.

Bloom, Kan.—The Farmers Equity Exchange has built a feed room and warehouse. We will overhaul our elvtr.—R. A. Ely, agt. Kansas Flour Mills Co.

Bloomington, Kan.—We have let contract to the R. M. Van Ness Const. Co. for a 20,000-bu. elvtr.—Osborne County Farmers Union Co-operative Ass'n, Osborne.

Agenda, Kan.—The Agenda Mfg. Co., which recently incorporated with a capital stock of \$10,000, is building an elvtr. and mill. C. E. Larson will be mgr.

Hardtner, Kan.—The Arkansas City Mfg. Co., of Arkansas City, has purchased a site and work will commence at once on a 20,000-bu. elvtr. The White Star Co. has the contract.

Marquette, Kan.—The Farmers Co-operative Mercantile Co. opened bids Apr. 21 for its new elvtr. and annex. S. D. Myers is pres. and A. N. Holler, sec'y, of the company.

St. George, Kan.—Work is progressing on the 20,000-bu. concrete elvtr. of Wm. Dalton's Sons. Two 10-h. p. motors will be installed as soon as the building is completed.

Inman, Kan.—The Farmers Elvtr. Co. will enlarge its elvtr., making the capacity 25,000 bus. It will be raised 12 ft. and a 12x16 ft. warehouse for flour and feed built in connection.

Trousdale sta. (Newton p. o.), Kan.—The Newton Mfg. Co. is building a 20,000-bu. elvtr., equipped with modern wheat handling machinery. It will be completed in time to handle this year's crop.

Pontiac, Kan.—The 6,000-bu. elvtr. of L. H. Powell & Co. is completed and we are handling grain thru it. We have loaded about 40,000 bus. kafir corn and cane seed this season.—Siegrist Bros., agts.

Spivey, Kan.—The Bolin-Hall Grain Co., of Liberal, has wrecked its elvtr. and has let contract to the White Star Co. for a new modern elvtr. on the same site. The elvtr. is now under construction.

Jewell, Kan.—C. R. Latto, of Beggs, Okla., will operate the elvtr. which the C. E. Robinson Grain Co., of Salina, recently bot from me. I do not expect to engage in the grain business again.—H. E. Hill.

Meade, Kan.—E. A. Twist, who formerly owned an elvtr. here, is interested with R. S. Gerow in the erection of a mill which will have a 15,000-bu. elvtr. in connection. Work on the mill has already begun.

Gypsum, Kan.—The Gypsum Valley Grain Co. is planning to replace its old elvtr. with a larger house. We are in no way connected with this firm.—Wm. Teichgraeber, prop. Gypsum Mill & Elvtr. Co.

Columbus, Kan.—The Stauffer Cammack Grain Co. incorporated with a capital stock of \$10,000. This company will succeed the Stauffer Cammack Co. and operate elvtrs. at Mineral, Neutral and Scammon, Kan.

Turon, Kan.—The Farmers Elvtr. Co. is wrecking its old house and will replace it with a 16,000-bu. iron clad elvtr. The new house will be modern in every respect. A manlift and rope drive will be installed.

Lorraine, Kan.—S. C. Groth will overhaul his elvtr. Henry Groth is no longer connected with him in the grain business here. I have resigned as mgr. of the Lorraine Grain, Fuel & Stock Co.—Wm. T. Heitschmidt.

Neola, Kan.—We have bot an elvtr. from Mr. Craig and one from the Pacific Elvtr. Co. V. H. McCullough is pres., S. H. Guthrie, sec'y, and W. W. Zink, treas., of our company.—A. E. Harmon, mgr. Neola Elvtr. & Supply Co.

Argentine, Kan.—The A. T. & S. Fe Ry. Co. has let contract for the machinery for its new elvtr. to John S. Metcalf Co. Contract for the building construction was let to the Wells Bros. Co. The plant will be completed by Aug. 1.

Putnam, Kan.—The Newton Mill & Elvtr. Co., of Newton, will completely overhaul and remodel its elvtr. New machinery, including Richardson Automatic Scales, will be installed. The White Star Co. is doing the work.

Syracuse, Kan.—The elvtr. of the Syracuse Mill & Elvtr. Co. owned by the Lamar Mfg. & Elvtr. Co., of Lamar, Colo., was damaged by fire recently. Loss on building, \$6,000, and on contents, \$2,000. It will be repaired at once.

Atchison, Kan.—The Blair Mfg. Co. will build a 100,000-bu. reinforced concrete elvtr. to cost about \$45,000 in addition to the plant the company now operates. The contract has not been let, but the elvtr. will probably be built this summer.

Stafford, Kan.—We let contract Apr. 24 for a 15,000-bu. reinforced concrete elvtr. J. B. Amend is sec'y of our company.—Perry Crawford, pres. Independent Co-operative Grain & Merc. Co. The Concrete Steel & Machinery Co. has the contract.

Sawyer, Kan.—The Arkansas City Mfg. Co. has bot the elvtr. of W. E. Clark. The Farmers Equity Co. has bot the elvtr. of the old Farmers Elvtr. Co. and will operate it during the coming season.—A. A. Johnston, agt. Bolin-Hall Grain Co., Zenda.

Coffeyville, Kan.—Work on the new 350,000-bu. concrete elvtr. of the Rea-Patterson Mfg. Co. is progressing rapidly. It will be equipped with a full line of rapid handling machinery, both for milling and general grain business, and will be completed and in operation by June.

Partridge, Kan.—The Partridge Equity Exchange has been formed here with A. Anderson as pres., F. C. Maxwell, vice-pres., and R. Ghormley, sec'y. No mgr. has been hired so far. The company has bot the elvtr. of the Rock Mill & Elvtr. Co., possession being given May 1.—F. W.

Wherry, Kan.—The owners of the elvtr., which we lease here, are talking of making some improvements this spring or before harvest. There is another elvtr. here which will probably be in operation this season. I may lease it myself from the company in Texas which owns it.—W. A. Atkinson, agt. Central Kansas Mfg. Co.

Russell, Kan.—The Farmers Union Mercantile Co. has closed a contract with the White Star Co. for a complete new elvtr. of steel tank construction. This will be an entirely modern plant, made of units of the steel tanks, combined with steel head house, and will be equipped with modern machinery for the rapid handling of grain.

Atchison, Kan.—Work has been started on the new 125,000-bu. elvtr. of the Lukens Mfg. Co. It will be a modern fireproof plant, consisting of 8 reinforced concrete circular tanks with connecting bins. The Topeka Bridge & Iron Co. has the contract. The elvtr. will be completed to handle this year's crop, giving the company a total storage capacity of 200,000 bus.

Jetmore, Kan.—I contemplate tearing down my present elvtrs. here and Hanston and rebuilding, using the same machinery. I bot shovel bins last year, built wagon dumps onto them and installed new machinery. If nothing happens to the wheat crop by June 1, I will use the old lumber and machinery in new houses which will hold about 4,000 or 5,000 bus.—M. W. Peterson.

KENTUCKY

Waddy, Ky.—J. C. Cheak & Son will build a grain warehouse and mill costing \$10,000.

Henderson, Ky.—Edward Williams was married to Miss Flora Hicks, of Vincennes, Ind., Apr. 26.

Fulton, Ky.—We are building a 17,000-bu. elvtr. and a corn shelling plant in connection.—Browder Mfg. Co.

Beaver Dam, Ky.—The Beaver Dam Mfg. Co. will build an elvtr. to replace the plant which burned last January.

Uniontown, Ky.—We bot the elvtr. of the Farmers Elvtr. Co., which dissolved last fall, at auction, and are remodeling the plant into an up-to-date elvtr.—Wabash Elvtr. Co.

Paris, Ky.—R. B. Hutchcraft, Sr., who was forced into bankruptcy Oct. 30, 1914, on account of the failure of a bank here, has purchased a great deal of the property which was sold by the trustees at that time.

Paris, Ky.—R. B. Hutchcraft & Co. incorporated; capital stock \$15,000; incorporators, Mr. and Mrs. R. B. Hutchcraft and Attorney Reuben. The new company will buy and sell grain, seed, wool, etc., and will also store and clean grain, seed, etc.

LOUISIANA

Lake Providence, La.—C. A. Russell and others are interesting the planters and farmers in the erection of an elvtr.

NEW ORLEANS LETTER.

New Orleans, La.—Elvtr. "A" at Westwego, owned by the Texas & Pacific Ry. Co., has been completely remodeled. A cement floor has been laid and the lower floor rearranged. The marine conveyors at both "A" and "B" will be rebuilt and heightened and a conveyor connecting these 2 houses will be built soon.

New Orleans, La.—The Dock Board is now seriously contemplating the erection of a fireproof elvtr. to be located on the Public Belt R. R. so that any line entering New Orleans can reach it on a \$2 switching charge. It is to be not less than 1,000,000 bus. capacity. Ford, Bacon & Davis, engineers, have prepared plans.—W. L. Itcheson, chief grain inspector Board of Trade.

On May 4 the Chalmette Export Co. leased for a term of 3 years the Chalmette elvtr. owned by the New Orleans Terminal Co., New Orleans, La. The plant has a capacity for 500,000 bus. The Chalmette Export Company is composed of P. A. Crane, pres., Brinkley Evans, vice-pres., N. F. Noland, treas., and S. D. Palmer, sec'y., the first three officers also being directors of the concern. Under the terms of the lease the property is to be operated as a public enterprise only, the lessors confining their efforts exclusively to the elevator business. Grain men of the south predict that the new arrangement will mean a material increase in grain shipments for that port, and in preparing for a big volume of business the plant has been carefully overhauled. The Chalmette Export Company has been incorporated with a capital stock of \$25,000, as an independent Illinois corporation, and special attention will be given to obtaining business for New Orleans which has hitherto gone to other markets.

MARYLAND

Baltimore, Md.—J. Murdoch Dennis, of Dennis & Co., left Apr. 24 for a hunting trip in Alaska.

Baltimore, Md.—The large export elvtr. of the Western Maryland Ry. Co. at Port Covington is now in course of construction.—Sam. D. Thomas, chief inspector, Chamber of Commerce.

Baltimore, Md.—J. Wallace Hyman has been admitted to membership in the Chamber of Commerce. The membership of Lytleton B. Purnell has been posted for transfer.—Jas. B. Hessong, sec'y Chamber of Commerce.

MICHIGAN

Kalamazoo, Mich.—The plant of the Johnson-Howard Co. burned recently. Loss, \$40,000.

Merrill, Mich.—The Merrill Farmers Elvtr. Co. incorporated with a capital stock of \$30,000.

Henderson, Mich.—E. E. Kirn and Eugene McGlockne have purchased the elvtr. at this station.

Dundee, Mich.—We may build an addition to our storage warehouse.—Michigan Mfg. Co., Ann Arbor.

Riverdale, Mich.—The elvtr. of the Riverdale Elvtr. Co. has been overhauled and enlarged.—J. B. Crawford, Ithaca.

Merrill, Mich.—The Farmers Elvtr. Co., which has just been incorporated, will build an elvtr.—Chas. Wolohan, Birch Run.

North Star, Mich.—The North Star Elvtr. Co. is overhauling and enlarging the capacity of its elvtr.—J. B. Crawford, Ithaca.

Ashley, Mich.—The Independent Elvtr. Co. is painting its buildings, putting up new coal sheds, and making other improvements.—J. B. Crawford, Ithaca.

Hudson, Mich.—We will add elvtr. facilities to our warehouse, installing a hopper scale, cleaner and dump. We will use electric power.—Jas. L. Moloney & Co.

Pewamo, Mich.—James Davern has bot the elvtr. at this station.

Mill Creek (Belmont p. o.) Mich.—The proposed grain elvtr. and bonded warehouse, which is being financed by Fred N. Rowe, L. F. Peabody and other Grand Rapids capitalists, may be erected here.

Dimondale, Mich.—The elvtr. of Crane & Crane, containing 3,000 bus. of oats and beans, was completely destroyed by fire caused by sparks from a passing locomotive. The loss was about \$12,000 with insurance, \$5,000.

Decatur, Mich.—I am remodeling my warehouse and putting in feed grinding machinery. I may handle some grain. The new building replaces the plant which burned this spring.—Geo. E. Adams, prop. Decatur Mlg. Co.

Atwater sta. (Bad Axe p. o.) Mich.—The Gleaner Co-operative Elvtr. Co. has been organized with a capital stock of \$20,000. A. J. Mack is pres., Wm. Reed, vice-pres., H. Kittendorf, treas., and John Hickey, sec'y and mgr. The company expects to have an elvtr. completed by Sept. 1.

Detroit, Mich.—W. Lichtenberg & Son have built a modern fireproof warehouse to replace the one which burned last June. The Beck Cereal Co. has completed the addition to its plant. The Union Depot Elvtr. has been improved by installing new legs, boot and other machinery. The dust houses, which were inside the elvtr., have been moved outside the plant.—W. W. Recker, chief grain inspector, Board of Trade.

Richmond, Mich.—The Richmond Elvtr. Co., which had been obliged to close its elvtrs. and warehouses thru the state on account of financial difficulties, has opened them for business, under the direction of Bert C. Preston, trustee. S. D. Grant will have charge of the plant here as J. A. Heath, sec'y and mgr., is ill in New York. The liabilities are about \$80,000 and assets, between \$90,000 and \$120,000, principally in real estate holdings. W. H. Acker, pres., is reported to have stated that every creditor will be paid in full.

MINNESOTA

Tyler, Minn.—The Tyler Grain Co. incorporated; capital stock, \$16,000.

Carlisle, Minn.—The Farmers Elvtr. Co. will repair its elvtr. this summer.

Lynd, Minn.—I am now agt. of E. S. Mooers Elvtr. Co.—S. B. Wheeler.

Morgan, Minn.—Caspar Green & Son are making improvements in their elvtr.

Walnut Grove, Minn.—The Farmers Elvtr. Co. has hired Mr. Rati as mgr.

St. Clair, Minn.—The American Society of Equity has decided to build an elvtr.

Sauk Center, Minn.—Some repairs will be made on the elvtrs. in this vicinity.—Erwin Elvtr. Co.

Borup, Minn.—We will put in a new pan and make other repairs.—Monarch Elvtr. Co., Minneapolis.

Lake Wilson, Minn.—M. Stephenson, of Crocker, S. D., is now in charge of the Farmers Elvtr. Co.

Echo, Minn.—The new elvtr. which the Echo Mlg. Co. is building here will have a capacity of 30,000 bus.

Fisher, Minn.—We have wrecked our elvtrs. at this station and Maynard.—Monarch Elvtr. Co., Minneapolis.

Dumont, Minn.—We will put in a new pan and make other necessary repairs.—Monarch Elvtr. Co., Minneapolis.

Glyndon, Minn.—We expect to rebuild our elvtr. which was destroyed by fire recently.—Monarch Elvtr. Co., Minneapolis.

Windom, Minn.—The Farmers Elvtr. Co. is remodeling its elvtr., raising the roof several feet and making general repairs.

Hendrum, Minn.—We have put in a new pan, changed the driveway and made other repairs.—Monarch Elvtr. Co., Minneapolis.

Everdell, Minn.—We will put a new foundation under our elvtr. and make other repairs.—Monarch Elvtr. Co., Minneapolis.

Long Prairie, Minn.—We have installed new machinery in our elvtr. and covered our mill with galvanized iron.—Agt. Erwin Elvtr. Co.

Le Seuer, Minn.—The Farmers Equity Society has an option on an elvtr. here. If the company does not buy the plant it will build an elvtr.

Duluth, Minn.—W. A. Denham has been admitted to membership in the Board of Trade. The membership of W. D. Gregory has been transferred.

Browns Valley, Minn.—The Ely-Salyards Co., of Duluth, is building an elvtr. on Traverse Lake. The Hickok Construction Co. has the contract.

Browns Valley, Minn.—We are wrecking our elvtr. which burned Feb. 14 and will rebuild a new house on the site.—Cargill Elvtr. Co., Minneapolis.

Herman, Minn.—W. E. Idler, who has been agt. of the Northwestern Elvtr. Co. at Wales, N. D., assumed the management of the Farmers Elvtr. Co. here May 1.

Lime Creek, Minn.—The Hubbard & Palmer Co. has wrecked its old elvtr. and bot the other elvtr. of the Benson Grain Co.—J. F. Holinka, agt. Benson Grain Co.

Lake Benton, Minn.—We will put a new foundation under our elvtr., put in a new iron pan and make other minor improvements.—Geo. P. Sexauer & Son, Brookings, S. D.

Magnolia, Minn.—W. H. Williams is pres., M. Cross, vice-pres., A. Palmer, treas. and A. Turner, sec'y of the newly organized Farmers Elvtr. Co. The capital stock is \$15,000.

Worthington, Minn.—The Farmers Co-operative Co. will build a new elvtr., equipped with the latest machinery. The company recently substituted electricity for its gasoline engine.

Jeffers, Minn.—The Farmers Elvtr. Co. is building an addition which will double the capacity of its elvtr. A gasoline engine, probably 12-h.p., will be installed.—J. C. Buth, agt. Benson Grain Co.

Kenyon, Minn.—The improvements at our elvtr. consist of increased loading capacity, new cleaner, manlift and rope drive. We will recover the roof and walls.—H. E. Lee, mgr. Farmers Merc. & Elvtr. Co.

Castle Rock, Minn.—We have repaired our elvtr., installed a cleaner and built a new foundation. Recent reports, stating that an elvtr. is being built here, are incorrect.—A. H. Lyford, mgr. Farmers Co-operative Elvtr. Co.

Winsted, Minn.—The Farmers Elvtr. Co. let contract to Honstain Bros. Co. for a 25,000-bu. iron clad elvtr. to be started at once. The equipment includes a 8-h. p. Fairbanks-Morse Engine, a 100-bu. hopper scale, Gerber Distributor and rope drive.

Currie, Minn.—Our company is not incorporated yet but will be shortly. We will buy 1 of the elvtrs. here if we can buy it right; if not, we will build a new house. I am pres., John Ruppert, vice-pres. and John Moran, sec'y.—John Kass, Farmers Elvtr. Co.

Winona, Minn.—We are increasing our wheat storage by erecting a reinforced concrete elvtr., with a capacity of 500,000 bus., to be completed Aug. 1. We are also adding 300 barrels daily capacity to our rye mill. Contract for machinery has been let.—Supt. Bay State Mlg. Co.

St. Paul, Minn.—Attorney General H. J. Linde, of North Dakota, started an action at Fargo, N. D., to annul the charter of the Equity Co-operative Exchange and cancel its right to do business in North Dakota. An order to show cause why a receiver should not be appointed to take charge of the corporation and wind up its affairs and why an injunction should not issue to restrain the corporation from doing business was signed by Judge Pollock Apr. 9 and is returnable before him May 18. Other fraud is charged in that the Equity has made false reports to shippers on grain sold thru the exchange.

Faribault, Minn.—The Sheffield-King Mlg. Co., Minneapolis, prop. of the Central Elvtr., has let contract to C. E. Bird & Co., for 60,000 bus. wheat storage, all hopper bottomed and provided with 4 measuring and blending machines. This will be operated in connection with the company's present plant.

MINNEAPOLIS LETTER.

Chas. E. Lewis & Co. will enlarge and remodel their offices.

The Cargill Com's'n Co. has removed to the National Security Bldg.

The National Ass'n of Mgrs. of Farmers Co-operative Companies will meet here June 10 to 12.

Arthur S. Daggett, for many years in the grain business here, died suddenly May 2, of heart disease. He was 55 years of age.

H. G. Bundy and J. J. Schmidt have applied for traveling representatives' licenses to represent the recently organized Hagen-Berg Co.

H. L. Berg, M. E. Grant, E. J. L. Judd, McKinley Grain Co., International Sugar Feed Co. and H. Wehmman Grain Co. have been admitted to membership in the Chamber of Commerce. E. K. Stratton has posted his membership for transfer to G. H. Spencer.

MISSOURI!

Leslie, Mo.—We contemplate building a small elvtr.—Strehlman & Gerken.

Barnett, Mo.—We contemplate building a 20,000-bu. elvtr.—Barnett Elvtr. Co.

St. James, Mo.—Wm. Murray, of Red Bird, has bot the elvtr. of Wm. Heller.

Ewing, Mo.—We have succeeded W. K. Boudreau in the grain business.—Boudreau Bros.

Rockville, Mo.—W. H. Hurley, of Clinton, will commence work at once on a small elvtr.

Eldon, Mo.—Granstaff & Son are contemplating the erection of an elvtr. on the Mo. Pac.

Calhoun, Mo.—Farmers and business men are discussing the erection of an elvtr. at this station.

Farmington, Mo.—The Reuter Mlg. Co., of Flat Rock, will discontinue the grain business here.

Appleton City, Mo.—Wm. D. Schmitt has bot the interest of W. F. Boots in the elvtr. of Schmitt & Boots.

Metz, Mo.—The People's Elvtr. Co. will build another elvtr. at this station with W. W. Van Dyke in charge.

Craig, Mo.—The Farmers Elvtr. Co. is putting in a large sheller and cleaner. Frank Kaucher is doing the work.

Poplar Bluff, Mo.—The Butler County Mlg. Co. has started work on its new elvtr. which will be rushed to completion.

Mexico, Mo.—The office of the sec'y of the Missouri Grain Dealers Ass'n has been moved from St. Louis to this place.

Fairview, Mo.—We will give our elvtr. a general overhauling, including a new concrete driveway.—Forsythe Goostree Grain Co.

Passaic, Mo.—A 10,000-bu. shelling house is being erected here by W. W. Cannon, of Butler. Frank Kaucher has the contract.

Iantha, Mo.—The Murray Grain & Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, C. M. Murray, S. S. Potter and F. Murray.

Nyhart sta. (Butler p. o.), Mo.—W. W. Cannon, of Butler, will build a 10,000-bu. shelling house. Contract has been let to Frank Kaucher.

St. Joseph, Mo.—The Burlington Public Elvtr. is being overhauled so as to handle grain more rapidly. Frank Kaucher is doing the work.

Foster, Mo.—Work has been started on the 10,000-bu. shelling house of W. W. Cannon, of Butler, by Frank Kaucher, who has the contract.

Rich Hill, Mo.—A new elvtr. will be built by the People's Elvtr. Co.

Holden, Mo.—We are putting in some new machinery and giving our plant a general overhauling.—T. J. Halsey, sec'y-treas. Holden Mlg. & Elvtr. Co.

La Due, Mo.—The recently organized La Due Grain & Supply Co. incorporated; capital stock, \$6,000; incorporators, C. A. Rice, J. L. Ferry and R. H. Robinson.

California, Mo.—The 35,000-bu. elvtr. of Kuhmann & Meyer has been practically completed by the Concrete Steel & Machinery Co., which had the contract.

Wheeling, Mo.—We are building a modern elvtr. equipped with a sheller, cleaner and Richardson Automatic Scales.—W. E. Hill, of O. A. Talbott & Co., La Clede.

Clever, Mo.—We are building a 7,500-bu. elvtr. on the site of the elvtr. which was condemned on account of being in the street.—Eisenmayer Mlg. Co., Springfield.

St. Joseph, Mo.—One or two new elvtrs. will possibly be built this season but no definite plans have been given out.—John O. Winn, supervising inspector, Board of Trade.

Gorin, Mo.—The grain, coal and feed business, formerly conducted by J. A. Gunnell, is now being operated by Jos. Berttram. He will rebuild the warehouse which was destroyed by fire recently.

Avilla, Mo.—The Farmers Elvtr. Co. has been organized with a capital stock of \$5,000 to build a 10,000-bu. elvtr. E. E. Rush is pres., Geo. Wilson, vice-pres. and Frank D. Holmes, sec'y and treas.

Flat Rock, Mo.—The Reuter Mlg. Co. will increase its elvtr. capacity from 20,000 bus. to 30,000 bus. F. Reuter, who has been connected with the company's branch at Farmington, will enter the management here.

La Due, Mo.—Contract for an elvtr. with a capacity of about 17,000 bus. will be let by the recently organized Farmers Elvtr. Co. The company expects to be in operation by July 15.—J. H. Maddox, mgr. W. H. Hurley.

Seneca, Mo.—Our 25,000-bu. elvtr. will be made a regular public warehouse for storage of grain under state inspection and supervision so that our warehouse receipts will be acceptable on any exchange.—Seneca Mlg. & Elvtr. Co.

St. Joseph, Mo.—Our storage capacity was increased 225,000 bus. last year and we contemplate adding from 100,000 to 200,000 bus. this year but nothing definite has been decided upon.—C. A. Clark, mgr. Burlington Public Elvtr. Co.

Russellville, Mo.—There has been some talk of a farmers elvtr. here but do not think there will be anything done as only a few farmers attended the meeting. We may build an elvtr., but have not yet decided definitely.—Hunsaker & Co.

Cameron, Mo.—I have bot the interest of H. S. Eddy in the elvtr. here and will operate it as the W. H. Seaton Grain Co., with headquarters at Lathrop. Our company has from 15 to 20 shipping stations.—W. H. Seaton, W. H. Seaton Grain Co., Lathrop.

Wellington, Mo.—A 10,000-bu. studded elvtr. is now in course of construction. Aug. Kordes, H. H. Schoppenhorst, H. E. Neese and Otto Broenstrup will be the props. Mr. Kordes will probably be mgr.—A. F. Wegener, mgr. Napoleon Elvtr. Co., Napoleon.

Marshall, Mo.—The Rea & Page Mlg. Co. is building a 50,000-bu. reinforced concrete annex to its present plant. It will contain 6 square bins and will receive its supply and be connected with the company's present elvtr. It is being built by the Macdonald Engineering Co. and will be finished about May 15.

Napton, Mo.—The 50,000-bu. elvtr. of the Rea & Page Mlg. Co. will consist of circular bins and will be equipped with machinery for unloading cars, receiving from farmers' wagons, weighing, shipping, transferring and cleaning. The house will be driven with a gasoline engine and will be ready for operation by June 1.

Slater, Mo.—The Coker Elvtr. Co. will build an elvtr. to replace the house burned Mar. 21. It will be of reinforced concrete and will be fireproof thruout to avoid the repetition of any more fire losses. The Macdonald Engineering Co. has been awarded the contract and will begin work at once so as to have it ready early in July. The house will have a capacity of 50,000 bus. and be electrically driven with full equipment of machinery for handling the business of a first-class country elvtr.

KANSAS CITY LETTER.

Mrs. Catherine Hoebel, mother of F. W. Hoebel, of the Hoebel Grain Co., died recently at the age of 70.

We will operate the new 250,000-bu. concrete elvtr. now being built to replace the old Kaw Elvtr., which burned last July.—Kaw Grain & Elvtr. Co.

Henry H. Steele, pres. of the H. H. Steele Grain Co., died Apr. 29 from heart disease. He was 61 years of age and had been in the grain business here for 9 years.

Edward F. Emmons is now with the Simonds-Shields Grain Co., having resigned his position as wheat buyer for the Southwestern Mlg. Co. on the Board of Trade.

The Southwestern Mlg. Co. has secured Mr. Bagley to succeed Edward E. Emmons as wheat buyer. Mr. Bagley has been admitted to membership in the Board of Trade.

A membership in the Board of Trade changed hands recently at \$4,500, the next week 4 applicants offered \$4,750, and the price now is \$5,000 which is more than double the price a year ago.

ST. LOUIS LETTER.

Chas. F. Beardsley and wife are in California enjoying life.

Henry F. Langenberg, of Langenberg Bros. & Co., is rapidly recovering from an attack of heart trouble.

Edgar D. Tilton, of the Stanard-Tilton Mlg. Co., has recovered from a recent severe attack of heart trouble.

Keusch & Schwartz Co., of New York, opened an office here May 1 with W. B. Christian, who has been with W. L. Green Com'n Co., in charge.

New members recently admitted to membership in the Merchants Exchange are as follows: John V. Beggs, Maurice W. Goldsmith, B. M. Rasmussen, C. A. Hill and James N. Russell. The following memberships have been transferred: H. T. Young, V. L. Jones, John P. Collins, Richard M. Sayers, Edwin Beggs and E. H. Howell.

MONTANA

Belt, Mont.—I am agt. for the Rocky Mountain Elvtr. Co.—Frank Schabel.

Reedpoint, Mont.—We expect to put in a cleaner and grinder.—Reedpoint Elvtr. Co.

Havre, Mont.—We will enlarge our elvtr. if the crop is good.—Farmers Co-operative Ass'n.

Coburg, Mont.—I expect to put in a cleaner and feed mill this summer.—G. C. Mead.

Ryegate, Mont.—E. M. Wickstrum is now agt. for the Montana Elvtr. Co.—J. A. Black.

Butte, Mont.—I have just taken charge of the Royal Mlg. Co., which operates an elvtr.—W. J. Grover.

Wibaux, Mont.—Joe Jenks is now agt. of the Occident Elvtr. Co.—H. B. Hansen, mgr. Wibaux Elvtr. Co.

Perma, Mont.—The Plains Flouring Co., of Plains, will build an elvtr. this season.—Royal Mlg. Co., Butte.

Dover, Mont.—The elvtr. of the Rocky Mountain Elvtr. Co. is closed.—A. L. Kolar, agt. Montana Central Elvtr. Co.

Benchmark, Mont.—The elvtr. of the Rocky Mountain Elvtr. Co. is closed and will not be reopened until fall.—P. M.

East Scoby, Mont.—The Farmers Elvtr. Co. will install a feed mill.

Ekalaka, Mont.—There is no elvtr. in this town and the report that Wennigan & Fisher would build one is incorrect.—X.

Dixon, Mont.—The Plains Flouring Co., of Plains, contemplates the erection of an elvtr. at this station.—Royal Mlg. Co., Butte.

Sidney, Mont.—I am now agt. of the Montana Central Elvtr. Co. C. Bauer is agt. for the Occident Elvtr. Co.—D. H. Fulton.

Outlook, Mont.—P. J. Bjerke is agt. for the Farmers Grain & Mercantile Co. and I am agt. for the Occident Elvtr. Co.—F. G. Welsh.

Columbus, Mont.—The Montana Central Elvtr. Co. expects to build an elvtr. on the No. Pac.—Cargill Elvtr. Co., Minneapolis, Minn.

Conrad, Mont.—The elvtr. of the Montana Central Elvtr. Co. which burned Mar. 7 is being rebuilt.—Cargill Elvtr. Co., Minneapolis, Minn.

Ledger, Mont.—The Montana Central Elvtr. Co. has taken over the elvtr. of the Arthur G. Johnson Co.—Cargill Elvtr. Co., Minneapolis, Minn.

Big Sandy, Mont.—The Farmers Elvtr. Co. will build or buy an elvtr. soon. We will install a cleaner during the summer.—H. Earl Clack Co.

Whitetail, Mont.—Geo. B. Cameron is agt. for the Hanson & Barzen Mlg. Co. and I am agt. for the Atlantic Elvtr. Co.—Gilbert Overland.

Medicine Lake, Mont.—The elvtr. of the Farmers Elvtr. Co. has been closed for the season.—A. E. Odegaard, mgr. Farmers Elvtr. Co., Reserve.

Kremlin, Mont.—Farmers Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, Chas. W. Hammond, Edward Leonard and Oscar Ekstrom.

Plains, Mont.—The Plains Flouring Co. will build two 36 ft. concrete tube elvtrs. for grain storage in connection with its plant.—Royal Mlg. Co., Butte.

Great Falls, Mont.—The Montana Grain Dealers Ass'n has reorganized as the Northwestern Grain Dealers Ass'n, with headquarters at this city. H. N. Stockett is sec'y.

Stanford, Mont.—The elvtr. of the Montana Central Elvtr. Co. is closed. G. W. Conrad is agt. for the Rocky Mountain Elvtr. Co.—H. S. Anderson, mgr. Farmers Elvtr. Co.

Carter, Mont.—Ray Umphress is agt. of the Greeley Elvtr. Co., which operates a 30,000-bu. elvtr. at this station. M. Abbott is agt. for the Rocky Mountain Elvtr. Co.—S. T. A.

Ingomar, Mont.—We will have our 25,000-bu. elvtr. on the Milwaukee R. R. completed in the near future.—A. R. Thurston, sec'y-mgr. Musselshell Valley Grain Co., Melstone.

Wolf Point, Mont.—The elvtr. of the Imperial Elvtr. Co. is closed at present. Clyde Patton has bot the elvtr. of John Listerud.—P. R. Dougherty, agt. Montana & Dakota Elvtr. Co.

Antelope, Mont.—The Farmers Elvtr. Co. has organized and bot the elvtr. of the Imperial Elvtr. Co. The company will open for business Aug. 1.—A. E. Odegaard, mgr. Farmers Elvtr. Co., Reserve.

Flaxville, Mont.—The elvtr. of the Flaxville Grain Co. and the Winter-Truesdell-Ames Co. are closed at present. The Farmers Co-operative Grain & Mercantile Co. has bot the elvtr. of the International Elvtr. Co.—E. F. Schreiner, mgr.

Conrad, Mont.—A so-called grain company is scooping on track and scalping at this station, making trouble for the regular dealers, who are Montana Central Elvtr. Co., Johnson Grain Co., Rocky Mountain Elvtr. Co., and J. E. Helm.

NEBRASKA

Lorton, Neb.—Jas. Murray is enlarging his elvtr.

Cordova, Neb.—Elmo Jordan is now mgr. of a large elvtr. here.

Rising City, Neb.—Chas. Perry is now agt. of the Dawson Grain Co.

Silver Creek, Neb.—I am mgr. for the Farmers Elvtr. Co.—E. L. Ives.

Overton, Neb.—The farmers are interested in an elvtr. for this station.

Monroe, Neb.—The new elvtr. of the T. B. Hord Grain Co. has been completed.

Dickens, Neb.—A new elvtr. will be built at this point.—H. E. Powers, Wallace.

Neligh, Neb.—Earl Wells has succeeded Chas. Krause with the Farmers Elvtr. Co.

Hooper, Neb.—The Farmers Union is discussing the buying or building of an elvtr.

Stromsburg, Neb.—I am now mgr. of the elvtr. of the Farmers Grain Ass'n.—J. A. Olson.

Nebraska City, Neb.—The Bartling Grain Co. has installed a new engine in its elvtr.

Lincoln, Neb.—We are making general repairs on our elvtrs.—W. T. Barstow Grain Co.

Uehling, Neb.—Walter Schroeder has succeeded Chas. Brown with the Farmers Elvtr. Co.

Lebanon, Neb.—I am now agt. for the Duff Grain Co.—F. W. Hoobler, formerly at Heartwell.

Cordova, Neb.—I have succeeded H. W. Gillan as agt. of the Updike Grain Co.—St. E. Jordan.

Petersburg, Neb.—C. G. Barnes has bot the Petersburg Mill and will build a 30,000-bu. addition.

Lebanon, Neb.—C. H. Nichols has succeeded F. S. Staples as mgr. of the Farmers Co-operative Ass'n.

Belden, Neb.—The elvtr. of John McQuillen has been placed back on its foundation.—J. G. Myers, agt.

Rising City, Neb.—I have bot the elvtr. of the Updike Grain Co. and will take possession July 1.—C. B. Barker.

Regan, Neb.—The Farmers Grain & General Shipping Ass'n is installing a manifold as well as an automatic scale.

Heartwell, Neb.—J. H. Morris has succeeded me as agt. for Frank Real.—F. W. Hoobler, agt. Duff Grain Co., Lebanon.

Beatrice, Neb.—The Dobbs Grain Co., of Virginia, has taken possession of the elvtr. which it recently bot from H. A. Alexander.

Aurora, Neb.—W. H. Ferguson, prop. of the Aurora Mlg. Co., will not rebuild the elvtr. and mill which burned June 18, 1913.

Crab Orchard, Neb.—S. A. Matthews, of Beatrice, has bot the elvtr. of the Lincoln Grain Co. and will take possession at once.

Kenesaw, Neb.—It is rumored that Chas. Moritz, of Prosser, who owns several elvtrs., will operate an elvtr. here this year.—H. N.

Wauneta, Neb.—The Farmers Equity Union, with H. W. Winkelman as sec'y and treas., has organized to engage in the grain business.

Unadilla, Neb.—C. A. Jackson, formerly agt. for the Duff Grain Co., has been stricken with paralysis and is in a serious condition.

Alvo, Neb.—John Davis, formerly agt. for the Lincoln Grain Co. at Crab Orchard, has been transferred to the company's elvtr. here.

Motala (Minden), Neb.—Frank Saum will be assisted by his son in managing the elvtr. of the Farmers Grain & Supply Co. here.—H. N.

Beaver Crossing, Neb.—The new storage bin we are building will have a capacity of 10,000 bus. Coal sheds are also being erected.—W. T. Barstow Grain Co., Lincoln.

Columbus, Neb.—The Elvtr. Roller Mills Co. will move its warehouse to a point east of the elvtr. and build a 20x30 ft. addition to it.

Tobias, Neb.—We have installed a new 10-h. p. Fairbanks-Morse Oil Engine in our elvtr.—H. W. Ellermeier, agt. W. T. Barstow Grain Co.

Tamora, Neb.—The Farmers Grain & Coal Co. has bot the elvtr. of the Nebraska-Iowa Grain Co. and placed John Gerold in charge.

Morse Bluff, Neb.—Frank Bartosh has succeeded Frank L. Dodge as mgr. of the Farmers Elvtr. Co. Mr. Dodge is now mgr. at Brainard.

Ashland, Neb.—We have installed Richardson Automatic Scales in our elvtrs. at Malmö, Ithaca, Leshara and Greenwood.—Railsback Bros.

Swanton, Neb.—Work is progressing on our new elvtr. Louis Nispel has succeeded A. H. Chaloupka in the grain business.—L. F. Ellermeier.

Giltner, Neb.—The recently organized Farmers Elvtr. Co. of which J. C. Springer is pres., is negotiating for a site on the railroad right of way.

Bladen, Neb.—Among other improvements to be made by us this spring will be the installation of motor power to operate our elvtr.—Gund & Sien.

Merrill, Neb.—The Farmers Co-operative Grain & L. S. Co. has been organized with a capital stock of \$20,000 to build a modern elvtr. Jas. Elliott is pres.

Everson sta. (Huntley p. o.), Neb.—I will have charge of this elvtr. which we recently bot from W. H. Lewis.—S. Whiteaker, Whiteaker & Snyder.

Shelby, Neb.—The Farmers Elvtr. Co. has received \$2,500 from the railroad company in payment for the loss sustained when a box car ran into its elvtr. about 6 weeks ago.

Sutton, Neb.—Chas. Scherwitz, mgr. of the Farmers Grain & Stock Co., who has spent 2 months in California visiting relatives and taking in the fair, is expected home within the next 2 weeks.—H. N.

Lawrence, Neb.—W. H. Stone, of Superior, has leased the plant of the Lawrence Mlg. & Elvtr. Co., which has not been operated for some time. He will remodel and open the house to handle the new crop.

Shea, Neb.—We have incorporated for \$10,000 and have bot the elvtr. of the Lincoln Grain Co. Ben Roelfs is pres., E. F. Oaks, vice-pres. and I am sec'y and treas.—L. R. Lambert, Shea Equity Exchange.

Verona, Neb.—The Farmers Union Co-operative Ass'n has bot the elvtr. and lumber yard of the Aspergren & Strand lbr. Co. and will operate it in connection with its present house.—J. P. Nelson, mgr.

Cedar Bluffs, Neb.—We will sell our elvtr. to the Farmers Union when it shows us the money, which will probably be about June 1. We understand it has filed articles of incorporation.—Farmers Co-operative Ass'n.

Edgar, Neb.—We have sold our elvtr. to the Farmers Co-operative Union, possession to be given June 1. The officers are Ray Thomas, pres. and Chas. Branstre, sec'y.—A. D. Skinner, mgr. Farmers Commercial Ass'n.

Alma, Neb.—We have purchased the elvtrs. of W. H. Lewis, which we operated under lease last year, here and at Everson sta. (Huntley p. o.). Mr. Snyder will take charge of this elvtr.—S. Whiteaker, Whiteaker & Snyder.

Brainard, Neb.—The Farmers Elvtr. Co. has leased the elvtr. of the Dawson Grain Co. and placed Frank L. Dodge, of Morse Bluff, in charge. It is also building a new plant on the Union Pacific.—Agt. Nye Schneider Fowler Co.

Harvard, Neb.—Harvard Union Elvtr. Co., incorporated; capital stock, \$25,000. The new company is backed by the Farmers Union and has bot the plant of the old farmers elvtr. company and will put it into operation at once.

Lincoln, Neb.—The Reifenrath bill, requiring railroads to install track scales for weighing grain, has been killed by the railroad com'te of the Nebraska house.

Cozad, Neb.—I have bot the elvtr. of the Omaha Elvtr. Co. The Farmers Elvtr. Co. will do some overhauling and repairing soon. The Platte Grain Co. is talking of rebuilding its elvtr. which burned 3 months ago.—Wm. G. Adams.

West Point, Neb.—The Farmers Co-operative Co. took possession of its newly acquired elvtr. May 1. Wm. Meyer is pres., C. F. Wilde, vice-pres., G. Daberkow, sec'y, Herman Riemers, treas., and I have been retained as mgr.—F. D. Sharrar.

Barstow, Neb.—I expect to repair and paint my elvtr. this spring. The farmers will not go in the grain business as reported. There are some who would like to but when it comes to raising the money things are different.—Wm. Townsend.

Guide Rock, Neb.—The Farmers Union Mlg. & Elvtr. Co. has incorporated with a capital stock of \$25,000 and purchased the elvtr. formerly owned by Wm. Cray and R. W. McCallum. F. M. Rickard will have charge for the present. New machinery will be installed and lumber and coal yards will be added.

Angus, Neb.—Borin Bros. have engaged in the lumber business in connection with their elvtr., having purchased the elvtr. of the Proudft Lbr. Co. We will build an 18x28 ft. addition to our flour warehouse and install an oil engine to run our Mid-get Marvel Mill. We are now running on electric power.—Elliott & Myers.

Manley, Neb.—Jas. L. Wiles has been given judgment for \$5,804 against Solomon C. Keckler by the district court on account of grain stored with the defendant at the time the elvtr. was burned, Jan. 5, 1914. Plaintiff alleged that defendant sold and shipped out the grain before the fire. Defendant alleged the grain was held in store at owners' risk without storage charges.

OMAHA LETTER.

Olaf Holmquist, pres. of the Holmquist Grain & Lbr. Co., died at Lynchburg, Kan., recently. He was 77 years of age.

The Maney Mlg. Co. is overhauling its plant and adding 100,000 bus. storage capacity.—Geo. B. Powell, chie inspector, Grain Exchange.

The Casco Mlg. Co. incorporated to manufacture and sell cereal products; capital stock, \$30,000; incorporators, John A. Cavers, Chester D. Sturtevant and James A. Bender.

Karl A. Lininger, the popular manager of Logan & Bryan's Omaha office, is more than usually busy in these active markets for stocks and grain, as he also looks after business for the cash grain department of the house.

We will make some material changes in our plant within the next 6 weeks. We will discard all wooden storage bins, both for raw grain and for the finished product and will replace with steel bins which are being manufactured in this city. It is our intention to eliminate as much as possible all wooden hoppers, conveyors and elvtrs. and replace with steel. This will greatly increase our capacity and be a big improvement from a fire prevention standpoint. We will also install pneumatic grain handling facilities and improved flax separators and wheat peelers.—C. E. Barry, Uncle Sam Breakfast Food Co.

NEW JERSEY

Camden, N. J.—Frank B. Sitley, pres. of Sitley & Sons, Inc., operating elvtrs. at Atlantic City, Gloucester and here, died at the age of 52 from typhoid pneumonia. He is survived by a widow and 6 children.

NEW MEXICO

Rock Island, N. M.—W. A. McMahan, of Shawnee, Okla., is planning the erection of a 10,000-bu. elvtr.

NEW YORK

Penn Yan, N. Y.—Farmers are discussing the erection of a combined grain elvtr. and bean house.

Olean, N. Y.—E. M. Johnson, general mgr. of the Acme Mfg. Co., operating an elvtr. here, died at Battle Creek, Mich., recently. He was 71 years of age.

BUFFALO LETTER.

The Superior Elvtr., with a capacity of 1,500,000 bus., is now in operation.

Buffalo elvtr. interests have reduced the free storage time for grain in elvtrs. here from 10 to 5 days.

Fred E. Pond, sec'y of the Corn Exchange, is now sec'y of the New York State Millers Ass'n.

The following officers were chosen at the recent annual election of the Corn Exchange: F. A. McLellan, pres., D. M. Irwin, vice-pres., W. J. Heinold, treas. and Fred E. Pond, sec'y.

NEW YORK LETTER.

J. H. Sinnott will conduct the business of his father, who died recently, as Thomas G. Sinnott's Son, and has applied for membership in the Produce Exchange.

Theodore B. Chase, who operated an elvtr. at the New York Central Terminal at one time and later became a member of Hollister, Chase & Co., died at the age of 74.

New York, N. Y.—The nominating com'te of the Produce Exchange has posted the names of the following candidates to be voted on at the annual election next month: For president, J. Ward Warner; vice-pres., R. A. Claybrook; treas., Edward R. Carhart. For members of the board of managers: Lyndon Arnold, Wm. Riemschneider, John Gledhill, L. W. Forbell, Edward R. Freeman, T. A. Sparks. For trustee of the gratuity fund, Edward G. Burgess.

The following amendment to the Grain Rules of the New York Produce Exchange was adopted by the Board of Mgrs. Apr. 24 and will go into effect 10 days after date of posting: Amend Rule 5, Section 4 of the Grain Rules by striking out of the form of Regular Warehouse Receipt for Graded Grain delivered into a system of 2 or more warehouses the words, Apr. 30 and Oct. 31, and substituting therefor the words, June 30 and Dec. 31, so that it will read: It is also agreed that this grain is subject to the payment of our advertised rates of storage, and that accrued storage must be paid June 30 and Dec. 31 in each year, and if not so paid, an extra charge of 1/4c per bu. shall be made.

NORTH DAKOTA

De Lamere, N. D.—Carl Nygaard is now mgr. of the Farmers Elvtr. Co.

Reeder, N. D.—The Reeder Equity Exchange will install a wagon scale.

Sheldon, N. D.—The Farmers Equity Elvtr. Co. will put in a feed mill.

Auburn, N. D.—We will paint our elvtr. here.—Monarch Elvtr. Co., Minneapolis, Minn.

Kelso, N. D.—The Equity Elvtr. & Trading Co. will install a new wagon and dump scale.

Fonda, N. D.—We will paint and repair our elvtr.—Minnekota Elvtr. Co., Minneapolis, Minn.

Backoo, N. D.—We will paint our elvtr. at this station.—Monarch Elvtr. Co., Minneapolis, Minn.

Hatton, N. D.—The Farmers Elvtr. Co. has installed 2 Richardson Automatic Scales in its elvtrs.

Temvik, N. D.—The Farmers Elvtr. Co. has let contract to T. E. Ibberson for an elvtr. to be built soon.

Devils Lake, N. D.—The Farmers Elvtr. Co. has chosen A. N. Haugen to succeed Jess Bordson as mgr.

Tasco sta. (Opemee p. o.), N. D.—We will paint and repair our elvtr.—Minnekota Elvtr. Co., Minneapolis, Minn.

Forgan, N. D.—The Forgan Equity Exchange will install a cleaner.

Reynolds, N. D.—The new 50,000-bu. elvtr. we are building will cost \$12,000.—Reynolds Farmers Elvtr. Co.

Norma, N. D.—We will paint and repair our elvtr. during the summer.—Minnekota Elvtr. Co., Minneapolis, Minn.

Ina sta. (Mylo p. o.), N. D.—We will paint and repair our elvtr.—Minnekota Elvtr. Co., Minneapolis, Minn.

Manvel, N. D.—We will put a new foundation under our elvtr.—Monarch Elvtr. Co., Minneapolis, Minn.

St. Thomas, N. D.—We will put in a new foundation and make other repairs.—Monarch Elvtr. Co., Minneapolis, Minn.

Guptill sta. (Carrington p. o.), N. D.—We will repaint and otherwise improve our elvtr.—H. P. Hale, agt. T. H. Cousins.

Tokio, N. D.—The new elvtr. being built here is owned by E. T. Page, of Leeds.—Geo. A. Buttery, agt. Farmers Grain Co.

Kildeer sta. (Manning p. o.), N. D.—I am no longer in the grain business.—C. W. Knapp, formerly agt. Powers Elvtr. Co.

Granville, N. D.—An elvtr. will be erected between this station and Deering if the railroad company puts a siding in.

Arthur, N. D.—The Farmers Elvtr. Co. has let contract for electrical equipment for lighting the streets and homes of the town.

Petrel, N. D.—Petrel Equity Exchange incorporated; capital stock, \$6,000; incorporators, J. H. Child, H. J. Stinger and others.

Aneta, N. D.—The elvtrs. of the Cargill Elvtr. Co. and the Farmers Elvtr. Co. will have new foundations put under them.—W. O. Jameson.

Chasely, N. D.—The F. M. Cook Elvtr. Co. will build an annex this summer and install a new engine and cleaner.—A. A. Lee, Hatton.

Minot, N. D.—The Russell-Miller Mfg. Co., operating a 90,000-bu. elvtr., is making improvements on its plant which will cost about \$2,000.

Bentley, N. D.—The Bentley Equity Exchange incorporated; capital stock, \$20,000; incorporators, Geo. E. Craig, F. W. Knous and others.

Oriska, N. D.—We will put a new foundation under our elvtr. and make other necessary repairs.—Monarch Elvtr. Co., Minneapolis, Minn.

Sentinel Butte, N. D.—The elvtr. of the Farmers Elvtr. Co. caught fire but the blaze was extinguished before any great damage was done.

Thompson, N. D.—The Farmers Elvtr. Co. contemplates wrecking one of their houses and rebuilding it into a 50,000-bu. house.—A. A. Lee, Hatton.

Oberon, N. D.—The Equity Elvtr. & Trading Co. incorporated; capital stock, \$10,000; incorporators, F. W. Tompkins, Geo. and Tom Hanson and others.

Temvik, N. D.—The elvtr. of Seeman & Krueger is closed. The farmers will erect an elvtr. this summer and I will be mgr.—C. J. Bieber, former agt. Seeman & Krueger.

Wing, N. D.—We will replace our elvtr., which burned Apr. 15, with a 30,000-bu. house. The elvtr. was fully covered by insurance.—Federal Elvtr. Co., Minneapolis, Minn.

Werner sta. (Holliday p. o.), N. D.—J. B. Stolt, of Kulm, has succeeded John Somstock with the Werner Equity Exchange.—Chas. E. Mutschler, agt. Star Elvtr. Co.

Parshall sta. (Mountrall p. o.), N. D.—We have erected a modern elvtr. at this station. Joseph Stengl, Jr., is the agt. in charge.—Minnekota Elvtr. Co., Minneapolis, Minn.

Coulee, N. D.—The recently organized Farmers Co-operative Elvtr. & Trading Co. elected E. J. Russell as pres., E. A. Erickson, vice-pres., O. Ribb, sec'y, and E. J. Thompson, treas.

Hillsboro, N. D.—We will put in a new pan, scales, new foundation under our elvtr., change the drive to a rope, shingle the elvtr. and make other general repairs.—Monarch Elvtr. Co., Minneapolis, Minn.

Cando, N. D.—The elvtr. of the St. Anthony & Dakota Elvtr. Co. is receiving 2 coats of paint. We will erect a 50-bbl. flour mill to be run in connection with our elvtrs.—J. H. Lean, mgr. Cando Elvtr. Co.

Berthold, N. D.—We intend to wreck our 28,000-bu. elvtr. and build a new 60,000-bu. elvtr. which will be ready for grain handling by Aug. 1. The very latest improved grain separator will be installed.—A. D. Anderson, mgr. Farmers Elvtr. Co.

Monango, N. D.—The Monango Equity Union has been incorporated, but no definite steps have been taken toward building. No capital has been secured so far and the leaders appear to be getting a little lukewarm.—W. C. Caldwell, Caldwell Elvtr. Co.

Buffalo, N. D.—We expect to repair our elvtr., put in a new pit, new spouting, manlift and other repairs and improvements. I. J. Hough will put in an automatic scale, manlift and other needed repairs.—A. C. Zimmerman, mgr. Farmers Elvtr. Co.

Minneapolis line companies have refused to pay taxes on elvtr. sites which they lease in this state, on the ground that the sites are owned by the railroad companies and already taxed as right of way. They have placed their case in the hands of attorneys.

Whitman, N. D.—Our elvtr. was damaged by fire Apr. 14 to the extent of \$600. The fire originated in a hot box in the boot which was probably not well oiled. The leg was destroyed and the elvtr. damaged before the fire was put out by the townspeople.—Spaulding Elvtr. Co., Minneapolis, Minn.

Pingree, N. D.—Iver Rasmussen, former mgr. of the Pingree Grain & Sply. Co., has rented the elvtr. of the Andrews Grain Co. The company will install a new engine and leg before turning the house over to him. E. H. Walker, former agt. of the Andrews Grain Co. has built a modern feed mill.—A. A. Lee, Hatton.

Pingree, N. D.—The Equity Elvtr. & Trading Co. lost its elvtr., coal sheds and flour house, containing \$1,800 worth of grain, \$1,000 worth of flour and \$700 worth of coal, by fire Apr. 29. All the flour and books were saved and everything but the coal was well covered by insurance.—A. A. Lee, Hatton.

Sanish sta. (Amanda p. o.), N. D.—We will start the erection of a 40,000-bu. elvtr. as the track has been laid from Van Hook to Temvik. The elvtr. will be equipped with a cleaner, automatic scale, full dump platform, feed mill, a 20-h.p. gas engine, hopper bottom and 2 legs fully equipped.—S. D. Safford, sec'y Farmers Elvtr. Co.

OHIO

Springfield, O.—W. E. Tuttle & Co. have installed a Sidney Manlift.

West Cairo, O.—Henry Bressler has sold his elvtr. to S. J. Miller.—C. C. J.

Versailles, O.—The Versailles Grain Co. will install a Boss Air Blast Car Loader.

Dawn, O.—The elvtr. of W. P. Heigel was destroyed by fire recently. Loss, \$20,000.

Richwood, O.—I will build a new office and install automatic wagon scales.—R. W. Lenox.

Van Wert, O.—Scott Johnson is mgr. of the newly acquired elvtr. of the Northern Grain Co.—G.

Okolona, O.—The Okolona Grain & Stock Co. has increased its capital stock from \$12,000 to \$25,000.

Mt. Sterling, O.—We are adding an implement house to our grain business.—The Sterling Grain Co.

North Baltimore, O.—Fred Kalmbach is installing an automatic scale and a Monitor Grain Cleaner.

Tipton, O.—The farmers have purchased the Rosey Elvtr.—G.

Gallup sta. (Hamler p. o.), O.—Andrew Ringline has disposed of his elvtr. to C. H. Koch.—C. C. J.

Bellevue, O.—The W. R. Gardner Grain & Mill Co. has reduced its capital stock from \$100,000 to \$20,000.

North Baltimore, O.—The Rockwell Flour Mills Co. is installing a Beall Cleaner and a new elvtr. leg.

Cook, O.—I have sold my elvtr. to H. J. Be Bout, who will take possession about June 1.—L. L. Loofburrow.

Jaysville, O.—A. D. McCool has purchased the interests of W. H. H. McCool in the local elvtr.—C. C. J.

Piqua, O.—My new elvtr. will have a capacity of 20,000 bus. and will be operated by electricity.—C. N. Adlard.

Pioneer, O.—The Pioneer Mlg. Co. is building a small addition to its mill for the storage of wheat.—Pioneer Elvtr. Co.

Deshler, O.—The Farmers Grain Co. is erecting a 30x50 ft. addition to its elvtr. which will be used as a flour and feed room.

New Madison, O.—The farmers were talking of building an elvtr. but could only raise about half enuf funds so have given it up.—D. L. Mote.

Savannah, O.—An elvtr. is being built on the site of the elvtr. burned to be known as the Savannah Elvtr. Co.—E. E. Miller & Co., Nova.

Columbus, O.—The Ohio Millers Ass'n at its annual meeting Apr. 28-29 elected John W. Durst of Toledo pres. and Frank Tanner of Columbus sec'y.

Sherwood, O.—We have sold our elvtr. to F. J. Leithauser and O. F. Long, of Okolono, E. F. Shelley will return to the East.—The E. F. Shelley Grain Co.

Merideth (p. o. name Radnor), O.—We will install new hopper scales and wagon scales. At present we will continue to use our old machinery.—Radnor Elvtr. Co.

New Knoxville, O.—We will build a new warehouse and make some improvements, including a hard wood floor, in our elvtr.—O. W. Hoerath, sec'y-treas. Detjen Grain Co.

Custer, O.—Adam Krohn has acquired from the heirs of his late partner, Mr. Deckrosh, who died Apr. 4, the interest held by the latter in the elvtr. here at the time of his death.—C. C. J.

Cleveland, O.—The Cleveland Grain Co., operating Elvtr. "A," has discarded steam and installed individual motors for driving all its machinery.—J. E. Heniken, chief grain inspector, Board of Trade.

Summit sta. (Cincinnati p. o.), O.—L. C. Evers contemplates the erection of a new elvtr. and warehouse on the C. & O. Ry. of Indiana.—R. C. Archibale, weighmaster, Chamber of Commerce, Cincinnati.

Convoy, O.—We bot the elvtr. of Niezer & Co. and took possession May 1.—Arthur E. Farr is pres., Richard Schaadt, sec'y, and H. W. Cleland, of West Union, mgr.—Richard Schaadt, Convoy Equity Exchange.

Moulton sta. (Wapakoneta p. o.), O.—We are installing a 10-ton scale with registering beam, laying new hard wood floors, making minor improvements and will build a warehouse in connection.—O. W. Hoerath, sec'y-treas. Detjen Grain Co., New Knoxville.

Milton Center, O.—J. A. A. Geidel, of Pittsburgh, Pa., has bot the interest of H. E. Garrison in the elvtrs. here and at North Grove, Ind. He will continue to operate both houses under the name of the Garrison Grain Co.

Norwalk, O.—We are installing a dump, hoist and ear corn elvtr., putting a corn sheller on the third floor which relieves the first floor of its congestion. We are also replacing the old drag with an improved one and adding a corn cracker and sifter to the grinding room. Our entire plant will now be run with electric motors.—Mead & Woodward.

Bucyrus, O.—I have put a new foundation under my office building, remodeled the interior, also straightened up the elvtr. proper, put a new foundation under it, and made many changes on the inside of the building which makes it modern in every respect.—H. D. Miller.

Bryan, O.—A large number of the grain dealers of Williams, Fulton and Defiance counties met at the Christman Hotel, Apr. 27. These counties comprise part of the Northwestern Ohio Ass'n and the gathering was complimentary to the new president, D. R. Risser of Vaughnsville. It was a very enjoyable gathering and there will be others in the near future.—G.

Columbus, O.—The bill limiting changes in freight rates was approved by the governor Apr. 30 and will become effective July 30, 1915. Sections 508, 528 and 541 of the General Code are amended to provide that 30 days' notice must be given the Public Utilities Com'n of changes in rates or classification. All rates fixed by the Com'n are to remain in force two years.

Columbus, O.—F. Baughman, mgr. for the Buckeye Grain & Mlg. Co., burned his hand badly on Apr. 29. On the evening of that day he stopped to take on a supply of gasoline for his automobile. He neglected to extinguish the tail light. He was holding the hose and the gasoline spilled over the tank and down to the light. He was all ablaze in an instant. He tore off his coat and saved himself.

Warren, O.—We are now starting the erection of a building for storage purposes and to house a large Ellis Corn Drier. The building will have 5 stories and basement and will be frame with solid concrete foundation. The back half will be used for the drier and bins with a capacity of about 10,000 bus. of shelled corn. The drier will have a capacity of about 3,500 bus. of dried corn every 24 hours. A large sheller and cleaner will also be installed which will enable us to ship in corn on the ear in the early fall, before it will carry shelled. Other equipment will also be installed in the near future.—Wadsworth Feed Co.

Columbus, O.—Neil Dow Carter, well known to the grain trade of Ohio, thru his service for the past 8 years as attorney for the Ohio Shippers' Ass'n and as private sec'y to J. W. McCord, sec'y of the Ohio Grain Dealers' Ass'n, has resigned these duties, taking effect May 8. In company with Mrs. Carter, he will spend several months on the Pacific coast, his trip to include the Panama Exposition. Mr. Carter came to his work here from Cincinnati, where for 15 years he had been in the legal department of the Big Four railway. He was highly efficient and trustworthy in his grain and shipping connections and his resignation is accepted with regret. Beyond taking a needed rest his plans for the future have not been decided upon.—C. C. J.

CINCINNATI LETTER.

Joseph Van Leunen has considerably recovered from his recent illness following a trip to California.

Lanier Bros., of Nashville, Tenn., have discontinued their branch here.—R. C. Archibale, weighmaster, Chamber of Commerce.

The new commission rates on corn of 1½¢ per bu. with a minimum charge of \$7.50, which were recently adopted by the Chamber of Commerce, went into effect May 1.

The Early & Daniel Co. have a new building under headway which will supply them with office, elvtr. and warehouse facilities. Geo. Keller's new warehouse is now completed. The H. Weber Co. is erecting a warehouse for retail purposes.—R. C. Archibale, weighmaster, Chamber of Commerce.

TOLEDO LETTER.

John Husted, of C. A. King & Co., is the proud father of a boy whom he hopes will some day become a prominent grain dealer.

John Wickenhisser and wife have just returned from a tour of the Pacific Coast, the two fairs and many intermediate points of interest.

Mrs. R. W. Keilholtz, mother of K. D. Keilholtz of Southworth & Co., is recovering from injuries received when she was struck by an automobile recently.

When the Toledo Produce Exchange moves into its new quarters in the Second National Bank Bldg. June 1, the old building will be remodeled into a hotel.

Levi Savage, who had been connected with the grain trade for more than 40 years, died Apr. 20 at the age of 67 from pneumonia. He was the father of Wm. Savage, pres. of the Imperial Grain & Mlg. Co.

The following grain firms have moved from the Produce Exchange to the Second National Bank Bldg.: H. W. DeVore & Co., East Side Iron Elvtr. Co., Harter Milling Co., Raymond P. Lipe Co., W. H. Moorehouse & Co., National Milling Co., H. D. Raddatz & Co., W. A. Rundell Co., J. F. Zahm & Co., and John Wickenhisser & Co. The 'change will probably not take place before June 1.

OKLAHOMA

Vera, Okla.—The Vera Grain Co. will build a new elvtr.

Hitchcock, Okla.—C. L. May has bot the elvtr. of John Shultz.

Vera, Okla.—C. W. Richardson is building a new elevator here.

Jefferson, Okla.—McIntyre Bros. will build a 100,000-bu. elvtr.

Pocasset, Okla.—The Farmers Elvtr. Co. will build an elvtr. at once.

Tulsa, Okla.—We expect to enlarge our plant if crops are good.—Wilcox & Son.

Stigler, Okla.—Geo. C. Henry and his associates are planning the erection of an elvtr.

Guymon, Okla.—We are erecting a 25,000-bu. elvtr. at this point.—Pioneer Realty & Grain Co.

Capron, Okla.—Work has been started on the 20,000-bu. elvtr. and mill of W. J. Cameron.

Coweta, Okla.—Fox & Gill will build an elvtr. for which the foundation has already been laid.

Guymon, Okla.—J. W. Jordan is building 2 portable elvtrs. and will build a 25,000-bu. house soon.

Kingfisher, Okla.—I will be employed by the Kingfisher Mill & Elvtr. Co. after May 1.—G. C. Rhodes.

Pawhuska, Okla.—We expect to build storage tanks to hold grain.—Pawhuska, Mill & Elvtr. Co.

Renfrow, Okla.—McIntyre Bros., of Jefferson, have bot the elvtr. of the Renfrow Grain & Fuel Co.

Tonkawa, Okla.—We have sold out but do not know who will run the plant.—Tonkawa Mill & Elvtr. Co.

Devol, Okla.—R. I. Helton, prop. of the Grandfield Elvtr. Co. of Grandfield, is building an elvtr. here.

Texhoma, Okla.—J. E. Patton has built a new 40,000-bu. elvtr. and made various improvements in his plant.

Hooker, Okla.—Two new elvtrs. are being built at this place.—Pioneer Realty & Grain Co., Guymon, Okla.

Halco sta. (Alex p. o.), Okla.—The Alex Mill & Elvtr. Co., of Alex, is installing a dump, gasoline engine and legs.

Chattanooga, Okla.—I will build an elvtr. at this station and Carter if conditions continue favorable.—G. G. Black, Hollister.

Frederick, Okla.—Alexander Grain Co. incorporated; capital stock, \$10,000; incorporators, Neva Waller, J. W. and Dee Alexander.

El Reno, Okla.—We are building 2 additional steel storage tanks in connection with our elvtr. here.—Canadian Mill & Elvtr. Co.

Mountain Park, Okla.—The Blackwell Mill & Elvtr. Co. will build an elvtr. at this station as well as at other points on the Frisco.

Alva, Okla.—We expect to build 4 or 5 elvtrs. in time to handle the new crop, but have not decided as to location.—Alva Roller Mills.

Cherokee, Okla.—The mill at August is to be remodeled and used as an elevator the coming season.—W. B. Currier, mgr., Cherokee Mills.

Rosston, Okla.—We are building an elvtr. on the W. F. & N. W. Ry. at this station and at Forgan.—R. H. Drennan Grain Co., Oklahoma City.

Blackwell, Okla.—We have bot the elvtr. of R. G. Welge here and will rebuild it immediately installing electric power.—Deer Creek Elvtr. Co.

Oklahoma City, Okla.—Program of the coming convention of the Oklahoma grain dealers will be found elsewhere in this number of the Journal.

Inola, Okla.—North & Son have bot the elvtr. of W. L. Harris which the Pittman-Harrison Grain Co., of Claremore, has been leasing for the past year.

Pocasset, Okla.—Hill Brothers have a new elvtr. in construction here. We will improve our own plant with complete new machinery.—Davidson & Franklin.

Custer, Okla.—The Wheeler Bros. Grain Co. has purchased the Thomas Mlg. Co. Elvtr. at this station, and will put it in first class condition, installing new equipment.

Ada, Okla.—I took charge of the mill of the Ada Mlg. Co. at this place April 14, but still have charge of the Hugo and Durant mills. Headquarters in Ada.—Frank H. Kolm.

Big Cabin, Okla.—The R. H. Drennan Grain Co., of Oklahoma City, has bot the elvtr. of J. T. Madison and will take charge at once. The plant will be thoroly remodeled.—Newcomer & Delozier.

Oklahoma City, Okla.—Kent Barber took charge of the grain dept of the Oklahoma City Mill & Elvtr. Co. May 1. He had been associated with the Simonds-Shields Grain Co., of Kansas City, Mo., for several years.

Texhoma, Okla.—Riffe & Gilmore, of Tyrone, have bot the elvtr. of the Texhoma Mill & Elvtr. Co. Wm. Nagle will be mgr. E. G. Beall & Sons, the former owners, will go to Wichita, Kan., to engage in the wholesale grain business.

Chelsea, Okla.—We will install another stand of elevators in our plant of 1500-bu. capacity and also chain drags for the dumps. Conveying machinery for the elevator will be included.—U. S. Jefferies, mgr. Chelsea Mill & Elvtr. Co.

Enid, Okla.—A. E. Stephenson is ready to open his new 50,000-bu. elvtr. The Enid Mill & Elvtr. Co. is erecting an elvtr. on the Frisco R. R., 2 miles west of its mill. I am building an elvtr. on the Frisco R. R., 6 miles west of this station.—W. B. Johnson.

Hollister, Okla.—The Wichita Mill & Elvtr. Co. will raise the cupola on its elvtr. about 20 ft. and install a Fairbanks Hopper Scale in the top. I have raised my elvtr. 10 ft., installed an Invincible Cleaner and grinder. The plant now has a capacity of 16,000 bus.—G. G. Black.

Claremore, Okla.—We have enlarged our office materially and installed a 75-h. p. gas engine for which we have built a new room which is concrete half way up. We are about to start work on an addition to our warehouse storage which will be attached to our plant. We will install a generator for the manufacture of our lights, oat clipper and Richardson Wheat and Oat Separator.—Pittman & Harrison Co.

OREGON

Portland, Ore.—John Harvey Noyes, mgr. of the Globe Grain & Mlg. Co., was married recently to Mrs. Bessie S. Ben-nion of San Francisco, Cal.

PENNSYLVANIA

Williamsburg, Pa.—G. W. Brown, prop. of the Keystone Mills and the Cove-Dale Mills, has let contract for a modern steel elvtr. to the Jos. F. Wangler Boiler & Sheet Iron Works Co.

Harrisburgh, Pa.—Gov. Brumbaugh has approved a bill of Sen. Hilton to make railroads responsible for fire losses occasioned by sparks from locomotives, where fires start within 100 feet of the right of way.

Waynecastle sta. (Shadygrove p. o.), Pa.—The warehouse of Franklin Miller & Son was blown 11 ins. out of perpendicular recently by a terrific wind. The building would have been a complete wreck if it had not contained a great quantity of grain which has now been removed in order to straighten the building by the use of jacks.

SOUTH DAKOTA

Hartford, S. D.—A. F. Brenner has bot the elvtr. of Jay Hubbard.

Bath, S. D.—The Empire Elvtr. Co. has reopened its elvtr. with L. R. Wilber as agt.

Sherman, S. D.—We are building a new coal shed.—Monarch Elvtr. Co., Minneapolis, Minn.

Sioux Falls, S. D.—Joseph Blake Peterson, who owned elvtrs. in this state, died May 2 at the age of 67.

Grenville, S. D.—The elvtr. of Block Bros., which makes the third for this station, is going up rapidly.

Elk Point, S. D.—We are installing a new 7½-h. p. electric motor.—L. N. Lew-ison, Elk Point Elvtr. Co.

Plankinton, S. D.—Carl Furchner, who has been operating an elvtr. and mill, has retired from the milling business.

Hetland, S. D.—The Farmers Co-operative Grain Co. has improved its house and put a cement floor in its coal shed.

Sioux Falls, S. D.—W. Z. Sharp is disposing of his country elvtrs. and will retire from the grain business.—German Grain Co.

Hurley, S. D.—Rundell & Corkill have bot the elvtr. of J. T. Scroggs. Mr. Corkill formerly owned an elvtr. here but sold it in March.

Elkton, S. D.—Geo. E. Hoch, prop. of the Independent Elvtr., will install electric motor for power. The Farmers Elvtr. Co. will paint its elvtr.

Baltic, S. D.—Henry Solem, pres. of the Farmers Elvtr. Co., was thrown from a horse recently, breaking his wrist and injuring 2 vertebrae.

Belle Fourche, S. D.—The elvtr. for which we have let contract will be cribbed, covered with galvanized iron. Motors will be installed.—Tri-State Mlg. Co.

Nisland, S. D.—We have let contract for a cribbed elvtr. to be covered with galvanized iron and operated by an oil engine.—Tri-State Mlg. Co., Belle Fourche.

Newell, S. D.—We have commenced work on a cribbed elvtr., covered with galvanized iron. It will be operated by an oil engine.—Tri-State Mlg. Co., Belle Fourche.

Lennox, S. D.—We have put in new foundation under our elvtr., built a new engine room, installed a new engine and made other repairs.—Monarch Elvtr. Co., Minneapolis, Minn.

Salem, S. D.—The wind tore the roof off the elvtr. of the Dakota Grain & Coal Co., blew down the elvtr. of the McCook County Elvtr. Co. and the corn cribs of the Hoese & Lueth Grain Co.—P. Dampman, mgr. Farmers Grain & Coal Co.

Menno, S. D.—We have built a 24x25x40 ft. cribbed elvtr., with a 24x30 ft. annex on the site of the house which we wrecked last month. The house is strictly modern, with steel roof and sides.—G. H. Shanard, Shanard Elvtr. Co., Bridgewater.

Goodwin, S. D.—H. E. Rohweder has his old elvtr. practically wrecked and will rebuild a cribbed elvtr. with steel sides and roof as soon as the foundation is in. Equipment will include an automatic scale and manlift. It will be lighted by electricity.

Como sta. (Volga p. o.), S. D.—We have purchased the elvtr. of Soward & Corcoran and will take possession June 1. We will make a few improvements, installing a manlift and building new corn cribs.—Geo. P. Sexauer & Son, Brookings.

Sioux Falls, S. D.—We have sold our elvtrs. in part as follows: At Lane to the Farmers Elvtr. Co.; Forestburg to F. N. Theisen, of Artesian; Fedora, Junius, and Roswell to W. I. Thompson, of Madison; Howard to Dave Theopilus; Egan to James Glow, of Minneapolis; and Crooks to Wm. J. Buttschau, of this city.—W. Z. Sharp.

SOUTHEAST

Culpepper, Va.—We completed our ware-house about Feb. 25.—Aylor Bros.

Birmingham, Ala.—Otto J. Mickey has taken charge of the plant of the Western Grain Co.

White Sulphur Springs, Va.—Logan & Bryan of Chicago have opened a branch office with J. L. Hall in charge.

Montgomery, Ala.—There is a movement on foot to make some arrangement to handle grain here.—Capital Grain & Seed Co.

Lynchburg, Va.—Clyde Jennings, vice-pres. of T. A. Jennings & Sons, Inc., will be married June 29, to Miss Mary Redwood of Paris, Tex.

Decatur, Ala.—The Lynnvill Mill & Elvtr. Co. will replace its elvtr., which burned Mar. 7, with a plant which will cost about \$75,000.

Charleston, S. C.—The Molony & Carter Co. will build a 20,000 bu. elvtr. in connection with the \$40,000 plant it is building to manufacture meal and feed.

Fredericksburg, Va.—Henry Warden will be pres., and I will be mgr. of the company we have formed. We will build an elvtr. on the R. T. & P. R. R. but have not decided what capacity the house will be.—J. Shriver Woods.

Wetumpka, Ala.—The Wetumpka Elvtr. Co. is building a 6,000-bu. elvtr. Equipment will include a Richardson Automatic Scale in the cupola, oat clipper and cleaner, Richardson Portable Bagging Scale, 1 stand of elvtrs. with 1,000 bus. capacity per hour and wagon dumps. Kaucher, Hodges & Co. have the contract for this house which is the first country elvtr. in the state. There is a great deal of grain being grown in this section.

TENNESSEE

Newport, Tenn.—Mr. Sparks will remodel the elvtr. as well as the mill so as to increase the grain handling facilities.

Union City, Tenn.—The Howell Grain & Feed Co., which operates an elvtr., has associated itself with the Cherry-Moss Grain Co. The plant has been remodeled and enlarged.

Germantown, Tenn.—There is no grain elvtr. here. A company styled the Germantown Grain Co. pretended it was going to locate here but failed to do so.—J. G. Seoy, Town Clerk.

Springfield, Tenn.—The Robertson County Farmers Mill, Coal & Elvtr. Co. has been organized to build an elvtr., mill and coal chute. John S. Powell, John W. Porter and B. A. York are among the incorporators.

Memphis, Tenn.—The Taylor Grain Co. has brot suit in the Federal Court for \$50,000 against Marks Bros., who charged that 6 of their mules died as the result of being fed on a carload of feed purchased from the Taylor Grain Co.

Memphis, Tenn.—Peter McIntyre has been admitted to membership in the Merchants Exchange.

TEXAS

Vernon, Tex.—The Kell Mfg. Co. has let contract for its new elvtr.

Pampa, Tex.—I am now mgr. of the Pampa Grain Co.—D. W. Osborne.

Amarillo, Tex.—J. S. Blasdel is now traveling for our company.—Plains Grain Co.

Paducah, Tex.—I have engaged in the grain and feed business at this point.—R. R. Robertson.

Hale Center, Tex.—O. C. Sanders succeeded Quisenberry & Sanders May 1 in the grain and coal business.

Krum, Tex.—We are rebuilding our elvtr. which was destroyed by fire Jan. 9.—E. E. Bewley, pres.-mgr. Bewley Mills, Ft. Worth.

Galveston, Tex.—Program of the coming convention of the Texas grain dealers will be found elsewhere in this number of the Journal.

Childress, Tex.—The Robertson Grain & Coal Co. will be known as the Huggins Andrews Co. at this station.—R. R. Robertson, Paducah.

White Deer, Tex.—C. A. Johnson is building a new elvtr. here.—Geo. L. Moore, Woodward, Okla. Contract has been let to the White Star Co.

Decatur, Tex.—S. A. Lillard, Jr., will manage our elvtr. here while J. F. Lillard will have charge of the newly acquired plant at Temple.—Lillard Mfg. Co.

Victoria, Tex.—The report that the Victoria Elvtr. Co. would build an elvtr. here is incorrect. There are no elvtrs. here. The Victoria Mfg. Co. operates a grist mill.—X.

Graham, Tex.—The roof of the plant of the Graham Mfg. Co., which operates an elvtr. here, was blown off and some of the machinery badly damaged by a tornado recently.

Ft. Worth, Tex.—J. H. Dandridge, foreman of the elvtr. of the Dazey-Moore Grain Co., pleaded guilty to the theft of 17 sacks of corn. He was fined \$50 and sentenced to 30 days in jail.

Myra, Tex.—The elvtr. and mill of Harrison & Bergman Elvtr. & Mill Co. has been sold to the Whaley Mill & Elvtr. Co. of Gainesville, Tex., who will move the plant to Coleman.—X.

Hillsboro, Tex.—There is an excellent opening for an elvtr. here. It was reported that we would build one, but we have not the capital.—A. L. Blanchard, sec'y Young Men's Business League.

Temple, Tex.—We have recently completed a new warehouse and small elvtr. on the M. K. & T. and installed an oat clipper in our main plant which is located on the Santa Fe.—A. B. Crouch Grain Co.

Pharr, Tex.—Several gentlemen are interested with me in a company to build an elvtr. to handle the corn crop grown here. The plant will have a storage capacity of 40,000 bus., with an attachment for cleaning corn in transit. It will unload, clean and reload a car of shelled corn in 40 minutes. We are also erecting an alfalfa mill, mixed feed mill and grist mill in connection. The entire plant will cost about \$40,000 and will be the most modern of its kind in the south.—Geo. E. Thomas, chairman Executive Com'te, Louisiana Rio Grande Canal Co.

Glazier, Tex.—We are building a 50-bbl. mill which will be equipped with a Midget Marvel Mill, Eureka Cleaners, Scourers and Packers and a 30-h.p. oil engine. The elvtr. will be 24x30 ft. with 40 ft. eaves, equipped with the Hall System and will have a handling capacity of 1,000 bus. per hour. Richardson Automatic Scales and Fairbanks Wagon Scales, with type registering beam, will be installed. C. L. Girdner, formerly mgr. of the Eaton & Oringderff Grain Co., of Lambert, Okla., will be mgr. of the plant which will be ready for business July 1.—Glazier Mill & Elvtr. Co.

GALVESTON LETTER.

The new 1,000,000-bu. elvtr. of the Southern Pacific R. R. Co., which replaces the Sunset Elvtr., burned Nov. 17, 1914, will be completed by June 15.

We will commence work within the next 60 days on a concrete warehouse, having a capacity of from 35,000 to 60,000 bus. and covering a site 85x120 ft. We will put in a separator, clipper, grinder for grain, bean and coffee cleaner and a fumigating plant. It will be strictly modern and for the use of the general public as well as ourselves.—Wisrodt Grain Co.

WASHINGTON

Wilbur, Wash.—I operate a grain warehouse on the No. Pac. R. R. and ship about 100,000 bus. of wheat each season.—J. A. Muir.

Seattle, Wash.—Contracts for supplying the state penitentiary with 6,000 bales of jute for the manufacture of grain bags for the next 2 seasons have been let by the State Board of Control. The awards were as follows: Newhall & Co., San Francisco, Cal., 5,000 bales at \$17.36 per bale of 400 lbs.; Crowe & Co., of Seattle, 500 bales at \$18.01; Balfour, Guthrie & Co., of Tacoma, 500 bales at \$19.14. It is estimated that the orders will make about 3,000,000 grain bags.

WISCONSIN

Lena, Wis.—We have installed a 35-h.p. motor in our elvtr.—J. N. Bassett.

Paskin, Wis.—The Farmers Grain Co. is building a new elvtr., lime house and coal shed.

Horicon, Wis.—J. W. Bailey, of Ripon, has bot the elvtr. and feed mill of E. G. Bennett.

Marshfield, Wis.—S. Rasmussen, agt. of the elvtr. of the Cereal Mills Co., will build a new residence.

Two Rivers, Wis.—The Two Rivers Mercantile Co. will build an elvtr. on a site recently purchased.

Dodgeville, Wis.—Ecke Bros. have taken possession of the elvtr. which they recently purchased from Geo. Fancher.

Madison, Wis.—The Hedding bill for the leasing and taxing of grain in elvtrs. and warehouses has been engrossed.

Deer Park, Wis.—We have installed an electric motor in our elvtr.—Burkhardt Mfg. & Electric Power Co., Burkhardt.

New Auburn, Wis.—I did not finish my elvtr. last fall but hope to have it completed for the new crop.—A. J. Amundson.

Manitowoc, Wis.—Philip Shea, former supt. of the Northern Grain Co., died at the age of 54 after an illness of 3 years' duration.

Chaseburg, Wis.—The Chaseburg Farmers Co-operative Co. incorporated; H. G. Anderson, A. M. Galstad and others, incorporators.

Wausau, Wis.—The Cereal Mills Co., operating a 75,000-bu. elvtr., will operate its plant by electricity, having sold its water rights to the Wausau St. Ry. Co.

Alma Center, Wis.—M. M. Riggs is mgr. of our company instead of R. B. Jackson as reported in the list of Wisconsin Grain Elvtr. Operators.—Alma Center Co-operative Produce Co.

New London, Wis.—We have started to build a new elvtr. with a capacity of about 15,000 bus. The first floor and basement will be used for storage and the feed mill.—J. P. Thern & Co.

Weyauwega, Wis.—D. E. Reese is pres. of our company, not H. B. Reese, as reported in the list of Wisconsin Grain Elvtr. Operators.—G. W. Moody, sec'y-treas. Weyauwega Mfg. Co.

MILWAUKEE LETTER.

H. S. Culver, Alonzo E. Bush and Walter A. Lohr have been admitted to membership during the month of April. The memberships of H. C. Carr, David S. Baird and Perley C. Newlin have been transferred.—H. L. Plumb, sec'y Chamber of Commerce.

Elvtr. "E," owned by the C. M. & St. P. R. R., and leased by Fagg & Taylor, was damaged to the extent of over \$20,000 Apr. 27.

Work has been started on the new 350,000-bu. addition of the Kurth Co. which will be operated in connection with its present working house and will be connected with it by means of belt conveyors in the cupola and basement.

C. F. Freeman, who had been a member of the Chamber of Commerce for many years and served as pres. from 1881 to 1883, died Apr. 24 at the age of 82. F. D. Hinkley, E. G. Hadden, G. A. Schroeder, L. L. Runkel, G. C. Holstein, E. P. Bacon, W. A. Hottensen and F. H. Magdeburg attended the funeral.

The first meeting of the creditors of Charles F. Glavin, bankrupt, was held Apr. 23 before Referee E. Q. Nye. Thos. C. Weston, who has served as receiver, was appointed trustee. Mr. Glavin's liabilities are scheduled at \$112,449.59 and assets at \$60,428.48, but another schedule will probably be filed as it was impossible to give exact figures at the time the first one was filed.

The Chicago & Northwestern Ry. Co. has acquired a site for an elvtr. of 1,000,000 bus. capacity, to be erected on the Kinnickinnic basin in time for the 1915 crop. Definite details have not yet been decided upon, nor has the building permit been applied for. After plans have been prepared bids will probably be asked for by W. H. Finley, chief engineer, C. & N.-W. Ry. Co., Chicago.

We are indebted to Sec'y H. A. Plumb for a copy of the 57th annual report of the Chamber of Commerce, containing a complete list of the officers, com'tes, members of the exchange and names of the presidents since 1858. Statistics covering the receipts and shipments of grain, range of prices, monthly inspection, etc., are given and the book contains the charter and rules of the Chamber of Commerce and the amendments adopted during the year. It is indexed and is an interesting compilation.

A conference was held Apr. 28 by a com'te of grain receivers and shippers with Ass't Freight Traffic Agt. Eymann of the Chicago & Northwestern R. R., in relation to switching charges on grain and grain products at Milwaukee. Some time ago the Interstate Commerce Com'n permitted the Milwaukee R. R. to make a reciprocal switching charge of 1c per 100 lbs., and the Northwestern has refused to absorb this entire charge on grain delivered to that line. A tariff has now been issued, effective May 1, by which absorption of the 1c per 100 lbs. is authorized on grain from Minneapolis, but the shippers at Milwaukee want this rule to apply on all grain arriving over the Northwestern.

WYOMING

Cheyenne, Wyo.—I handle grain and flour in ear lots.—E. W. Devine.

Cheyenne, Wyo.—We have leased the elvtr. of the Frontier Mfg. & Elvtr. Co. and are handling grain in ear lots.—Capital Coal, Ice & Storage Co.

Sioux City, Ia., May 6.—The price of grain is having no material effect on the acreage devoted to grass crops. We have had a very good trade throughout the season, somewhat retarded owing to cold during March, but April brot the heaviest demand ever experienced. Stocks of clover seed and timothy and alfalfa in our territory are well exhausted. We do not grow bluegrass here. The demand for alfalfa seed is on the increase in the northwest and there seems to be no let-up in the demand. If any one seed is short before the summer sowing is finished, it will be alfalfa, and we look for higher prices before the August sowing is completed.—Sioux City Seed & Nursery Co.

Seeds

FARMERS SEED & NURSERY Co., Fari-bault, Minn., has opened a branch store and office at Minneapolis.

JOHN OLIVER JOHNSON has registered the words "Winner Brand," Ser. No. 85,237, as a trade-mark descriptive of seeds.

NORTH VERNON, IND.—King Seed Co. incorporated to deal in grain and seeds; capital stock, \$10,000; incorporators, E. E. Walker, N. M. and J. M. King.

ADAMS SEED Co., Decorah, Ia., is equipping a recently acquired building with handling and storing facilities for seeds. Equipment includes two seed cleaning machines.

THE PARTNERSHIP of Landblom & Vincent, seed dealers of Fargo, N. D., has been dissolved, H. L. Landblom continuing the business under the name of the H. L. Landblom Seed Co.

KNOX, IND.—Cow peas have been grown in northern Indiana for the last 18 years; but northern Indiana all told has not produced over 50 to 60 carloads of cow peas.—A. P. Kiest, Kiest Milling Co.

MISSOURI LEGISLATURE has appropriated \$5,000 for the relief of the starving people of the Ozark counties where crops last year were a failure. Subscriptions are being taken for money with which to purchase seeds.

THE AGRONOMY and farm management division of the Minnesota Agricultural College is arranging to test seed grain in various sections of the state in an effort to determine which grains are best suited to different localities.

CROSSING ALFALFA with clover is the recent accomplishment of Joseph Hedrick, Belle Fourche, Neb. Mr. Hedrick was successful only after six years of experiments, and believes that the new blade of grass will lead all others in the feeding world.

A MEETING and dinner was held in Louisville, Ky., April 24 by the Orchard Grass Seed Com'n Men's Ass'n of Jefferson and Oldham counties. J. W. Newman, Sec'y of Agriculture, and others, delivered address on the subject of orchard grass.

FARMERS of Mountain Home, Ark., were recently presented with 100 bus. of high grade seed corn by the business men of Springfield, Mo. Owing to the drouth last year the farmers and especially the renters, near Mountain Home, were in straightened circumstances.

UNITED STATES WHEAT will be seeded extensively in Spain and the Minister of Public Works at Madrid is at present considering making purchases for distribution among Spanish seed syndicates. Communications should be addressed to Excmo. Senor Ministro de Fomento, Madrid, Spain.—Consul Gen'l C. B. Hurst, Barcelona.

MONTANA FARMERS are taking advantage of the free tests offered by the state laboratories. This season 2,000 samples have been sent in to date, compared with 1,200 last year. Of 549 alfalfa samples 179 contained Russian thistle, 176 lamb's quarter, 58 dodder, and 40 showed mustard. Many of the samples also showed mixtures of less harmful weeds. One sample showed enough buckwheat to plant 15 lbs. to the acre.

WICHITA RECEIVED 2,000 bags of cane seed during April, 1915, compared with 3,700 bags during April, 1914; and shipped 2,000 bags during April of this year, compared with 3,700 bags for the corresponding month last year.

COLORADO BLUE STEM and Elymus triticoides are the most prominent of the native pasture grasses adaptable to domestication in Colorado. Both grasses are perennial and tenacious, spreading by creeping rootstalks. Production is 1½ tons of hay to the acre and when growing the crop closely resembles a field of grain. Giant rye grass is also promising for domestication. It makes a coarse feed, but this objection is largely overcome.

From the Seed Trade.

NEW ORLEANS, LA., May 3.—The acreage of forage crops will be greater this year than ever before in La., Miss., Ga., Texas, Ala. and Fla. In La. we had a long and severe drought which still prevails, and things are not looking as well as they might. However, with the aid of rain which is due before long we feel that the crop will be very large.—J. Steckler Seed Co.

FARGO, N. D., May 3.—The high price of grain will not have much effect on the acreage devoted to grass seed crops in this territory. Sales of timothy seed have been extremely heavy, and sales of red clover, alsike and blue grass have been equal to or above the average. We are also selling a much larger quantity of alfalfa seed, and the acreage of this item will be heavily increased. Supplies of these seeds will be well cleaned up before the end of the sowing season.—H. E. Magill, Magill & Co.

MINNEAPOLIS, MINN., May 4.—The grain acreage in the northwest has been increased materially. A large acreage has been seeded to timothy and clover. Notwithstanding the high prices on grain, farmers are not plowing up the timothy meadows very extensively, as the future values on timothy look very attractive to growers. Alfalfa, generally speaking, has been used in an experimental way in the northwest, but the acreage seeded last year has come thru the winter in splendid shape; in fact in many cases where clover was winter-killed, the alfalfa has stood up very well.—Northrup, King & Co.

TOLEDO, O., May 7.—Export houses write rather bullishly on timothy seed. They think set-backs were in order after the big April advance, but outline a generally firm situation. The export situation is bullish. Large quantities of timothy are believed to have found their way into Germany through Holland and Denmark and will continue to do so. The Germans having drawn heavily from Russia will be all the more eager buyers in view of closing this source of supply. Usual purchases, both speculative and consumptive, are expected by seaboard houses from European sources. The summer demand for timothy from the east must be taken into consideration. Much of this trade must be supplied before the new crop is available. This may make high prices for cash timothy even if crop conditions do not justify advances in September. High prices for other grasses are thought by some to be an argument for high timothy values. An eastern house says to watch the Panama Canal. Some nice, cheap seed is coming over that route. Prime growing conditions have had their effect on clover. The plant is getting a splendid start. Fields we have seen in good clover section here-

about are in excellent shape, with the plant thick on the ground. Set-backs have been met with a good investment demand. The crop has a long road to travel to harvest.—Southworth & Co.

Flaxseed Movement in April

Receipts and shipments of flaxseed at the various markets during April, 1915, compared with April, 1914, were in bus., as follows:

	Receipts.		Shipments.	
	1915.	1914.	1915.	1914.
Winnipeg	395,650	.....	999,900	.....
Duluth	239,473	376,876	13,116	3,919
Minneapolis	142,200	269,740	60,760	42,810
Milwaukee	29,040	55,660	.....	.....
Kansas City	4,000	3,000	1,000	.....
Chicago	.....	10,000	.....	.....

Clover Seed Movement in April

Receipts and shipments of clover seed at the various markets during April, 1915, compared with April, 1914, were as follows:

	Receipts.		Shipments.	
	1915.	1914.	1915.	1914.
Chicago, lbs.	438,000	412,000	792,000	740,000
Milwaukee, lbs.	79,303	183,751	80,042	150,400
Toledo, bags	5,270	5,420	13,590	19,548
Cincinnati, bags	643	5,682	5,825	8,915

Timothy Seed Movement in April

Receipts and shipments of timothy seed at the various markets during April, 1915, compared with April, 1914, were as follows:

	Receipts.		Shipments.	
	1915.	1914.	1915.	1914.
Chicago, lbs.	1,165,000	1,977,000	2,623,000	1,955,000
Milwaukee, lbs.	312,998	90,000	561,675	240,000
Toledo, bags	4,292	1,911	10,349	7,172
Cincinnati, bags	612	2,955	2,231	3,565

Changes in Rates

AS SHOWN by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. C. & St. L. in Sup. 5 to 1375-F quotes rates on grain, grain products and starch from Cleveland, O.; to stations in C. F. A. territory, effective May 1.

C. & N. W. in 15501 quotes rates on grain and grain products from Council Bluffs, Ia., Omaha and South Omaha, Neb., to Lambert's Point, Newport News and Norfolk, Va., for export, effective May 20.

C. & A. in Sup. 8 to 1609-C postpones effective dates of rates on grain, grain products and seeds from Chicago, Peoria, Ill., and St. Louis, Mo., to stations on the C. & A. in Mo., until Sept. 15.

Erie in Sup. 1 to B-3552 names rules governing unloading, cleaning, mixing and re-shipping of clover, corn, millet, orchard and blue grass, rape, red top and timothy seed at Binghamton, N. Y., effective May 1.

I. C. has been authorized to establish a rate of 10c per 100 lbs. on wheat, corn, rye, barley and oats in sacks, mixed carloads, medium weight 40,000 lbs., from and to Cairo, Ill., and Hopkinsville, Ky.—P.

C. B. & Q. in Sup. 45 to 1800-B suspends rates on grain, grain products, broom corn and seeds, between stations on the C. B. & Q. Ry., west of the Missouri River to points on lines east of the Missouri River, until Sept. 30.

Grand Trunk in Sup. 15 to CG-57 names rules governing milling in transit and re-shipping of wheat, oats, rye and barley from Man. or the Can. N. W.; to its stations in Canada, Montreal and west of Valleyfield, effective Apr. 26.

[Continued to Page 670.]

Supply Trade

CHICAGO—The capital stock of the Burrell Engineering and Contracting Co. has been increased from \$50,000 to \$100,000.

CHICAGO—The annual convention of the National Gas Engine Association will be held in this city June 23 and 24. A very interesting program has been prepared.

THE successful advertiser is the one who gauges his advertising gait as he does his rent or insurance or stock on hand, and keeps at it in season and out, rain or shine.—*Marsh.*

BLOOMINGTON, ILL.—The B. S. Constant Mfg. Co. recently shipped a carload of its grain cleaning machinery to Buenos Ayres. It reports that business is especially active in the elevator line.

NORTH BALTIMORE, O.—G. E. Donehoo of Sidney, who is remodeling the elevator owned by F. Kalmback, fell off the top of a grain cleaner and had a rib broken, so he will be confined to his home for a time.

MINNEAPOLIS, MINN.—The Strong Scott Mfg. Co. has been awarded the contract to remodel the National mill; also contract for new machinery to be installed in the mill of the Northwestern Consolidated Milling Co.

CONCRETE tanks are fireproof and cost no more than timber houses. Under average conditions we will agree to meet, in concrete and steel, any bid made for a crib elevator of good design.—*Kansas elevator builder.*

CHICAGO—The U. S. Steel Tank & Pipe Co. has recently changed its name to The U. S. Blow Pipe & Dust Collecting Co. This latter name was decided upon because it was more in keeping with the firm's business.

KANSAS CITY, MO.—The Phillip Smith Mfg. Co. of Sidney, O., has established an agency here. A warehouse has been leased and a full line of Sidney machinery will be ready for shipment at all times. F. W. Lehrack is in charge.

CEDAR RAPIDS, IOWA—The Steel Basket Co. is marketing a new and improved steel basket for coal, grain and feed dealers. The new device is slightly heavier and more substantial than former models and is equipped with improved handle clips.

AUBURN, N. Y.—The Columbian Rope Co. has recently issued a very interesting booklet entitled "The Adventures of a Bale of Hemp." The story is based on the voyage of the British steamship Bloemfontein, which left the Philippines July 26th, just two days before war was declared.

OUR LIBRARY of catalogs and circulars of grain elevator machinery, supplies and equipment is open for your inspection at any time. Readers who wish the address of a forgotten manufacturer or the maker of a new machine are welcome to the use of our Information Bureau.

THE LYLE bill to prohibit dishonest advertising has been replaced in the Illinois legislature by one introduced by Mr. Mulcahy and known as H. B. No. 168. This bill makes it a misdemeanor to misrepresent articles in advertising, in publication, circulars, catalogs or form letters, and in case of conviction carries with it a fine and jail sentence.

A SELLER of belting on the representation that it would transmit the power desired by the buyer thereby warranted the belting, provided the buyer relied thereon, and not on his own judgment, was the recent decision by the Superior Court of Delaware in *Houghton v. Alpha Process Co.*, in 93 Atlantic Reporter, 669.

CHICAGO—The Hess Warming & Ventilating Co. has recently issued a booklet descriptive of the Hess pneumatic system for drying, cooling and purifying grain, food products, etc. It contains many illustrations of elevators showing where the Hess Dryer has been installed, as well as the working parts of the machine.

THERE is not a man engaged in business, no matter what his line may be, that will not be greatly benefited, if he will spend three or four days at the 11th Annual Convention of the Associated Advertising Clubs of the World to be held in Chicago June 20-24. Practical every day subjects will be presented by able speakers, followed by open discussion, after which, every one present will have an opportunity to have his say, and to improve his store of knowledge by listening to the discussions and experiences of others.

SPRINGFIELD, ILL.—House bill 406, now before the State Legislature, provides for the appointment of a board of examiners by the governor, to be composed of 5 members, each with 10 or more years of practical experience. Term of office shall be 4 years. This board shall adopt rules and regulations for the examination of applicants for license to practice structural engineering, such examinations to be held twice each year at places appointed by the board. Each applicant shall pay to the secretary of the board, in advance, a fee of \$20, and upon correctly answering interrogatories relating to scientific principles of strength and safety, strength and properties of various building materials, theoretical and applied mechanics, and other requirements of structural engineering, a further payment of \$30 must be made to the board before license is issued. Applicant must have practiced structural engineering for 6 of the 10 years next prior his application and during at least 2 full years of this time he shall have been in responsible charge of work. Any applicant who shall prove that he was a resident of, and engaged in the practice of structural engineering, in the state on the date of the taking effect of the act shall be entitled to a license without examination, upon payment of a fee of \$50. No license will be issued to corporations. The failure of any licensed structural engineer to renew his license annually during July, at an expense of \$10, shall constitute revocation of the license: if renewed after expiration of that month the fee

will be \$15. Elevator builders licensed under the act as structural engineers shall be exempt from the provisions of the "act to provide for the licensing of architects and regulating the practice of architecture as a profession." Such a law may relieve elevator builders and contractors of annoyance from politicians in charge of the Architects Bureau but it provides for another board which may prove just as expensive and useless.

New Pneumatic Car Loader.

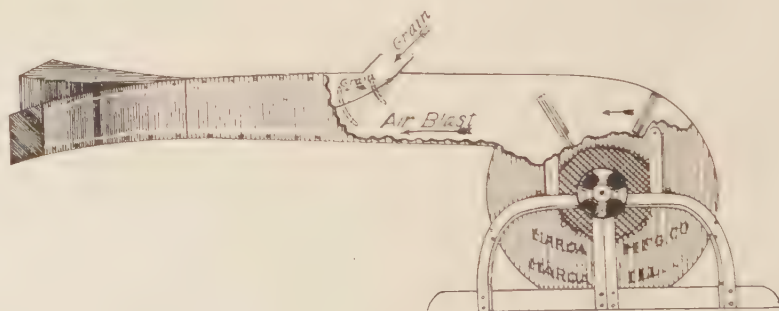
In many elevators the addition of a car loader to the equipment will increase the handling capacity and save power, as the grain can be spouted from bin into loader without re-elevating to fill cars thru gravity loading spout from cupola. Another advantage of using a car loader is that the scale can be installed near the first floor, away from the stresses incident to its being in the top of the house.

Many elevators are built high merely to get sufficient fall to load grain by gravity. By figuring on installing a car loader the height of the elevator can be greatly reduced, thereby reducing the first cost, and having a lower building which is more easily looked after. A car loader built entirely of steel is less of a fire hazard than 90 ft. or more of elevator with wooden casing.

To those who prefer a pneumatic type of loader the loader shown in the engraving will appeal, as it does not require any force feed. This means a reduction in horse power and a decided reduction in first cost without reducing the capacity of the loader in any way. Besides considerably reducing the power required this loader will often load grain in such a manner that it will grade better. The cost of maintenance is light.

Operation of the loader is shown in the engraving. It consists of steel plate fan casing and bifurcated spout, the only moving part being the fan, and the grain coming into contact only with the blast of air which carries it into the car. Here the grain is hurled clear to the ends of the car, filling it completely without shoveling if desired. The grain falls from the bin, thru an adjustable valve, into the loading spout. A second valve or divider enables the operator to load only one end of the car and gives perfect control of the loading all the time. Dust and light chaff are blown out thru the car doors while the cool air improves the quality and it is impossible for this loader to mill or crack the grain in any way. The spout is quickly detachable when the loading has been finished.

Additional information on the Boss Air Blast Car Loader will be furnished readers of the Journal upon application to the manufacturers, the Marao Mfg. Co.



New Pneumatic Car Loader.

Gasoline Engine for Light Power.

For pumping, running cream separators, churns, grindstones, washing machines and other work requiring light power the engine shown in the engraving has been especially designed to retain the durability and economy of the larger sizes and make each piece adaptable to jig work to facilitate quick production in large quantities.

This engine has make and break ignition with Sumter built-in, gear-driven magneto. No batteries for starting or running. Igniter fits cylinder on copper asbestos packing and igniter is equipped with standard National Gas Engine Ass'n electrode, which can be purchased in any hardware store.

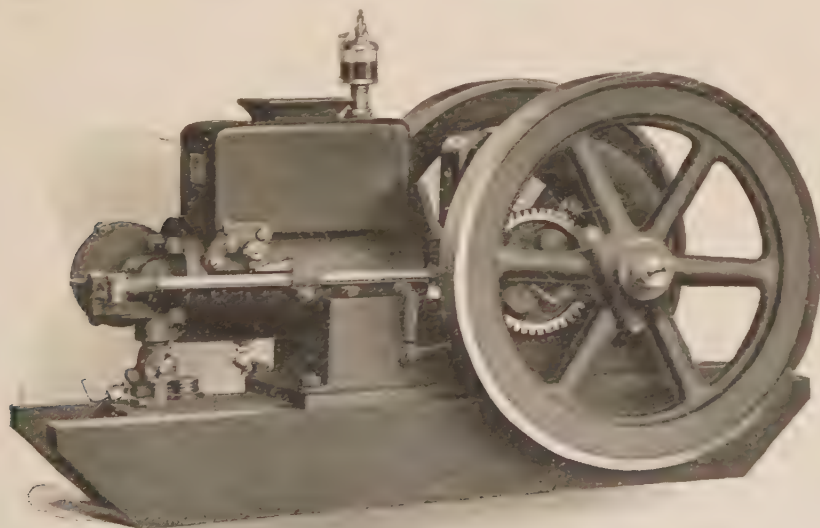
Cylinder head and base is cast separate, with cylinder and piston ground to size, insuring perfect compression and long life. The governor is of the two-ball type, very accurate and substantial, equipped with speed changing device. The importance of a good reliable substantial governor on an engine which is started in the morning and left running a pump all day or for running cream separator or washing machine, can hardly be overestimated. Gasoline carbureter or mixer is of suction feed type, having a venturia nozzle.

The crank shaft is extra heavy, of drop forged steel, ground to size, and connecting rod is also of drop forged steel. Main bearings are cut at an angle of 45 degrees, giving additional strength, and are lined with the highest grade babbit metal, adjustable to wear. Fly wheels are perfectly balanced, insuring a smooth running engine.

The new engine has been named the "Frost King Junior" by the manufacturers, the John Lauson Mfg. Co., well known as builders of 2½ to 100 h.p. hopper or tank cooled engines, using gasoline or kerosene fuel, and makes their line of engines complete. A special bulletin covering the "Frost King Junior" will be sent on application to the manufacturers.

THREE CARGOES of oats were received in Toledo on April 24, totalling 750,000 bus.

WE ENJOY the Grain Dealers Journal very much.—H. C. Arnold & Son, Bluffton, Ind.



New Gasoline Engine for Light Power.

Obtaining Better Elevators.

BY P. M'ALLISTER.

Before figuring with a contractor for the erection of an elevator the prospective buyer should carefully look up his reliability. If this is done he may find why the contractor can make such an extremely low bid for the work.

The operator who is desirous of obtaining the best plant possible should not hold a penny so close to his eye that he can not see the silver dollars a little farther beyond. Regardless of cost, he will find it cheaper in the end to build a permanent structure. That means concrete. The grain business with him is not a passing fancy; he is in it to stay, and a concrete plant could be passed on down to his son.

If the property is merely leased from the railroad company, of course the less money spent for a plant the better, but even tho wood is used the plant should be constructed in such a way that the dealer will get every possible advantage, considering the investment. The more important items upon which he should insist are a solid foundation, with full basement; steel leg and head; steel or iron siding and roof; fire proof windows; a manlift; and a shipping scale, as well as a receiving scale.

If the dealer really seeks permanency and considers using concrete he should remember that comparatively few contractors are capable of doing that work. Orders for plans will bring out true competition. When the most suitable plans are found he should ask for construction bids, and when placing the contract must insist on surety company bond to guarantee completion else he may find it necessary to complete it himself or let the contractor for its furnishing to another contractor.

Warrensburg, Ill.—The trouble is we have too many d— fools in the grain business who do not realize they should run their business on business principles, regardless of what the other fellows do. This season we will make nothing on corn, as we had a very short crop. This has brot the cost of handling each bushel thru our house up to 4½c.—S. S. Neiman.

I LIKE the Grain Dealers Journal.—T. L. Burnight, Akron, Ia.

You Can Sell Your Elevator

by advertising directly to people who want to buy, by using a

Grain Dealers Journal Want Ad.

FOUR THINGS

the advertiser considers before an advertisement is placed:

CIRCULATION QUALITY INFLUENCE RATES

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

CIFER CODES

Use a good Telegraph Cifer Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

ROBINSON'S TELEGRAPH CIPHER CODE is used more extensively by the grain trade than all others combined. Well arranged, compact; can easily be carried in the pocket. Well printed on good paper. Bound in leather, \$2.00; cloth, \$1.50.

HAY AND GRAIN CIPHER CODE is for the use of hay receivers and shippers. Is well arranged, compact and well printed on good paper. Price, \$1.00.

BALTIMORE EXPORT CABLE CODE, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 132 pages. Price, \$5.00.

RIVERSIDE CODE, fifth edition, specially adapted for use of millers and flour dealers who do an export business. Bound in flexible leather covers, 228 pages. Price, \$3.00.

UNIVERSAL GRAIN CODE, bound in flexible leather, 144 pages. Price, \$3.00.

AMERICAN SEED TRADE ASSN.'S CODE, well bound in either flexible or hard cloth covers, 124 pages. Price, \$2.00.

A. B. C. INTERNATIONAL CODE is used more extensively in international trade than any other. Bound in cloth, 480 pages. Fourth edition, \$5.00. Fifth edition, 1,400 pages, \$7.00.

COMPANION CABLE CODE, a complete general code, with words from the official telegraph vocabulary. Bound in cloth, 144 pages. Price, \$5.00.

YOUR NAME in gilt letters stamped on front cover on any of above books for 25c extra.

For any of the above, address

GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.

Supreme Court Decisions

Liability of Railroad for Fire.—Where the negligence of a railroad company was the direct and proximate cause of a fire starting in one building and extending to other buildings, the company was liable for all the damages resulting.—*Snook v. N. Y. Cent. & H. R. R. Co.* Supreme Court of New York. 152 N. Y. Supp. 564.

Limitation of Carrier's Liability.—The provision in a B/L limiting the valuation and amount of recovery in the event of liability is available to the carrier without a special plea, where the bill of lading has been offered in evidence by the plaintiff.—*Ex parte J. R. Kilgore & Son.* Supreme Court of Alabama. 67 South. 1002.

Association.—There is no such legal entity as an unincorporated ass'n, and every member of such an ass'n may be sued, although, if the members are numerous, some officers or members may, under Code Civ. Proc. § 1919, be made parties defendant as representatives of all.—*Bossert v. Dhuy.* Supreme Court of New York. 151 N. Y. Sup. 877.

Furnishing Cars on Spur Track.—A railway company, contracting with a lumber company for the construction and operation of a spur track for the exclusive benefit of the lumber company, is under no contract obligation to furnish cars for a subsequent seller of timber to the lumber company to be delivered on board cars on the spur track.—*Beaumont, S. L. & W. Ry. Co. v. Moore.* Court of Civil Appeals of Texas. 174 S. W. 844.

Void Contract by Shipper to Waive Damages.—A contract, which stipulates that the shipper of an interstate shipment releases and waives all cause of action for damages that may have accrued to him by any prior contract, involves a discrimination forbidden by the Elkins Act (Act Feb. 19, 1903, c. 708, 34 Stat. 847 [U. S. Comp. St. 1913, §§ 8597-8599]).—*J. W. Stewart & Son v. Chicago, R. I. & P. Ry. Co.* Supreme Court of Iowa. 151 N. W. 485.

Demurrage on Private Track.—Where a shipment of coal was consigned for delivery to a coal dealer on a private track, which was located on the land owned by the dealer, but under exclusive control of the carrier, the carrier was not entitled to payment of the freight or to demurrage until the cars had been delivered on that track.—*New York, New Haven & Hartford R. R. Co. v. Porter.* Supreme Judicial Court of Massachusetts. 103 N. E. 499.

Delivery without Surrender of B/L.—Where beans were shipped under a B/L requiring surrender of original before delivery to the consignee, and such shipment was delivered, by the terminal carrier, upon the consignee's written order without surrender of the bill, the initial carrier was liable under Interstate Commerce Act June 29, 1906, c. 3591, § 7, 34 Stat. 593 (U. S. Comp. St. 1913, §8592), making the initial carrier of interstate shipments liable for the defaults of connecting carriers in the transportation of through shipments.—*Thomas v. Blair.* Supreme Court of Michigan. 151 N. W. 1041.

Disclaimer no Protection If Seed Unsound.—Where the plaintiff ordered seeds at a sound price, which were shipped to him under an invoice and bill of lading making various statements negating any warranty of quality, such statements could not render the transaction a sale on inspection; since a sound price warrants a sound article. The implied warranty of the soundness of goods sold raised by a sound price cannot be abrogated by the mere insertion by the seller in the invoice and bill of lading of statements negating any warranty or any responsibility for the quality of the goods in general.—*Sanders v. D. Landreth Seed Co.* Supreme Court of South Carolina. 84 S. E. 880.

Passage of Title by Warehouse Receipt.—Following *St. Anthony & Dakota Elevator Co. v. Dawson*, 20 N. D. 18, 126 N. W. 1013, Ann. Cas. 1912B, 1337, held, that the indorsement and delivery of a warehouse receipt for grain passes title to the grain, and that the findings of the trial court that the defendant had converted the flax in controversy is amply supported by the evidence.—*Dammann v. Schibsky Implement Co.* Supreme Court of North Dakota. 151 N. W. 985.

Injury to Stevedore.—Evidence held to sustain a finding that an injury to a stevedore helping to discharge a cargo of grain, by falling over a mooring cable stretched a foot above the deck, while walking along the pier side of the deck after dark on his way to the hatch where he was working, was chargeable to the fault of the vessel in failing to mark the cable by a light, as shown to have been customary.—*The A. G. Brower.* U. S. Circuit Court of Appeals. 220 Fed. 648.

Evidence of 'Phone Contract.—In an action for damages for breach of contract in failing to deliver hay, where plaintiff testified that, upon receipt of a defective lot of hay, he put in a long-distance telephone call for defendant, that some one responded, that he made complaint as to the quality of the hay, and that the party with whom he was talking stated that he had the office of defendant company and showed familiarity with the transaction, such evidence was admissible.—*Medlin v. Adams Grain & Provision Co.* Supreme Court of South Carolina. 84 S. E. 867.

Carrier's Liability for Fire.—In accordance with custom, the I. railroad through its yard foreman, undertook to switch a car of rice from the spur track of the plaintiff to the tracks of the G. railroad connecting with it, over which such rice was to be shipped. Upon being notified by the plaintiff that it had notified the I. railroad to switch such car, the G. railroad issued to the plaintiff its B/L covering the shipment. The I. railroad neglected to switch the car, which was shortly destroyed by fire. Held, that under the general custom, the loading of the car and notice by the shipper to the I. railroad, made the I. railroad the agent of the G. railroad to receive the shipment, and that the issuance by the G. railroad of the B/L with full knowledge of the facts, was equivalent to delivery of the shipment to the G. railroad and acceptance by it which gave rise to its liability, as insurer, altho the shipment was destroyed before actually coming into its possession.—*Gulf, C. & S. F. R. Co. v. D. S. Cage & Co.* Court of Civil Appeals of Texas. 174 S. W. 855.

Time of Shipment Proved by Inspection Certificate.

The Arbitration Com'te of the Grain Dealers National Ass'n, composed of E. M. Combs, Elmer Hutchinson and L. W. Gifford, in a decision given Apr. 26, 1915, held against W. H. Merritt & Co., plaintiffs, of Chicago, and in favor of D. P. Reid & Bros., defendants, of Norfolk, Va., on account of a car of oats not shipped in contract time and refused by defendants.

The Com'te found "that the B/L is dated Sept. 19, while the car was not inspected until Sept. 23, and altho the date of a B/L usually establishes the date of shipment, it does not do so in this instance and should not do so when there is evidence which shows that some other term or feature of the contract which should be accomplished on or before the date the time of shipment expired was not accomplished until after that date, and we believe that because car DSSA 11214 loaded on Sept. 19 (which was one day before the time of shipment expired), was held until Sept. 23, for inspection (which is three days after time for shipment had expired) that it was not shipped within contract time and that defendant was within his right in refusing same."

Changes in Rates.

(Continued From Page 667.)

C. & O. in Sup. 2 to 15402 quotes rates on grain and grain products between its stations in Ky. and W. Va., and Jeffersonville and New Albany, Ind., effective Apr. 20.

C. & E. I. in Sup. 31 to 622-B suspends rates on grain, grain products, cobs, broom corn and seeds from stations on the C. & E. I. to eastern, southern, and Canadian points, until Aug. 13.

C. & E. I. in Sup. 29 to 622-B quotes rates on grain, grain products, cobs, broom corn and seeds from stations on the C. & E. I. to eastern, southern and Canadian points, effective May 17.

C. B. & Q. in Sup. 3 to 849-E suspends rates on grain and grain products in connection with C. A. & De K., Galesburg & Grt. Eastern, R. I. So. Railroad and R. I. So. Ry., until Aug. 13.

C. & N. W. in 15502 quotes rates on grain and grain products from Galesville, Grand Crossing, La Crosse, Marshland, Midway, Onalaska, Trempealeau, Wis., and Winona, Minn., to Davenport, Ia., effective May 25.

C. G. W. in Sup. C to 97-B quotes rates on grain, grain products and seeds from Minneapolis, St. Paul, Minnesota Transfer, and South St. Paul, Minn., to stations on the C. G. W. and connecting lines, effective Mar. 22.

A. T. & S. F. in Sup. 10 to 5655-U quotes rates on grain, grain products and broom corn from points in Kan., Colo., Okla., and Neb., to Galveston, Port Bolivar, and Texas City, Tex., when for export only, effective May 26.

C. R. I. & P. in Sup. 29 to 27537-B quotes rates on grain, grain products and flaxseed from stations on the C. R. I. & P. to Albany, Boston, Baltimore, New York, Philadelphia, Rochester, Syracuse and other eastern points, effective May 27.

C. & A. in Sup. 2 to 1581-D quotes rates on grain and grain products from stations on the C. & A. Ry., in Ill., also Hannibal and Louisiana, Mo., to Atlantic Seaboard, eastern and interior United States and Canadian points, effective Apr. 15.

C. & N. W. in Sup. 2 to 7614, suspends rates on grain and grain products from Council Bluffs, Ia., Omaha and South Omaha, Neb., to Newport News and Norfolk, Va., until Sept. 30, combination rates to apply during period of suspension.

C. R. I. & P. in Sup. 28 to C-9455 suspends rates on grain, grain products and flaxseed from stations on the C. R. I. & P. Ry., to eastern points, and from stations in Ill., Ia., Kan., Minn., Mo., and Neb., to stations in Ill., Ind., Ky., N. Y., Ohio, and Pa., effective Apr. 19.

C. & A. in Sup. 13 to 1604-B quotes rates on grain and grain products from Chicago, Joliet, Peoria, Pekin, E. St. Louis, Ill., and St. Louis, Mo., to other stations on the C. & A., C. & I. M., and C. & N. W. Rys., also to Toledo, O., and Detroit, Mich., effective Apr. 15.

C. I. & L. in Sup. 4 to 5829 quotes rates on grain and grain products from stations on the C. I. & L. Ry., to Boston, New York, Philadelphia, Baltimore, Norfolk, Buffalo, Pittsburgh and other eastern, Virginian and Western Terminal points, effective May 23.

C. G. W. in Sup. 4 to 53-D vacates the suspension order on rates of grain and grain products from St. Joseph, Mo., Leavenworth, Kansas City, Kan., Kansas City, Mo., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Newport News and Norfolk, Va., when for export.

C. & E. I. in Sup. 30 to 622-B quotes rates on grain, grain products, cobs, broom corn and seeds from stations on the C. & E. I. to points in Ala., Ark., Conn., Del., D. C., Ill., Ind., Kan., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., Ohio, Pa., R. I., Tenn., Vt., Va., W. Va., Wis., and points in Canada, effective Mar. 31.

[Continued to Page 674.]

Feedstuffs

R. E. POOL, Harlan, Ia., has just completed the building of a new feed and seed store.

AMERICAN HOMINY CO., Indianapolis, Ind., has registered the word Maizeline, Ser. No. 83,314, as a trade-mark for feed.

THE JOSEY MILLER Grain Co., Beaumont, Tex., is arranging to build an addition to its plant at Lake Charles, La., for the purpose of manufacturing molasses feed.

THE COLORADO Alfalfa Milling Co., now operating five mills in Colorado, is constructing a new alfalfa mill at River-ton, Wyo.

ALBERT DICKINSON Co., Chicago, Ill., has registered the word "Rival," set in a triangle with the design of a hen, Ser. No. 85,301, as a trade-mark descriptive of its poultry feed.

HUNTER-ROBINSON-WENZ Milling Co., St. Louis, Mo., has petitioned the Interstate Commerce Com'n for reparation for alleged overcharges on shipments of bran from Jackson, Mo., to Memphis, Tenn.

A BILL has been introduced into the Wisconsin legislature by Aulenbacher demanding that the labels on sacks show the amount of screenings in each bushel of feed. The question naturally arises, how much feed is sold by the bushel?

THE NOWAK MILLING Co., Buffalo, N. Y., has been incorporated with capital stock of \$200,000 to do a general milling business in feeds. Incorporators and directors are Albert, May and Maxwell Nowak, formerly of A. Nowak & Son.

PETITION of the Cincinnati Grain Co. against the carload rates on mill feed from Cincinnati, O., to Cynthia, Ky., via L. & N. Ry., has been found justified by the Interstate Commerce Com'n, and charges at the rate of 11c per 100 lbs. have been collected.

AMERICAN SHEET & Tin Plate Co. has been fined \$50 and costs in Indianapolis criminal court for shipping wheat middlings with tin drippings. The middlings, which the company uses for cleaning tin plate, is ordinarily carefully cleaned before sale to feed manufacturers, but the shipment referred to had either been overlooked by the eastern mills, or was insufficiently cleaned.

COUNCIL BLUFFS, IA.—The Supreme court of Iowa has decided in favor of defendant W. P. Brown Co., of Memphis, Tenn., in the suit brot by the Droge Elvtr. Co., of Council Bluffs, to recover damages for conversion of a car of feed. On arrival at Memphis the car was inspected on track as in good condition, but on arrival in Mississippi the customer of Brown reported the feed in heating condition. Brown, who had paid for the feed, notified Droge, and the latter sent an agent to Memphis, who investigated and refunded the purchase price by check to Brown, the latter buying the feed, which had been unloaded in Brown's warehouse at a reduced price, paying \$420 by check. Alleging that the fact track inspection had shown the feed in good condition had been concealed from him, Droge stopped payment on the check, alleging further that he did not know the feed had been shipped to Mississippi and returned. Brown then brot suit in jus-

tice court at Memphis and levied an attachment on a debt to Droge for a car of feed sold to Mr. Wyatt. Droge failed to appear in this suit and judgment went against him, Wyatt paying the amount to Brown. Droge alleged the proceedings were invalid and levied an attachment on a car of oats in Pottawattomie County, Iowa, belonging to Brown. The court held that Brown had a right to sue in the Tennessee court, which had jurisdiction, and that there was no evidence of fraud in the Memphis court proceedings.

Feed Manufacturers' Program.

The annual meeting of the American Feed Manufacturers Ass'n will be held at the Planters Hotel, St. Louis, Mo., June 10, 11 and 12, and an instructive program has been prepared. Papers and addresses will be read by members of the United States Dep't of Agriculture and the Ass'n of Feed Control Officials.

Representatives of prominent colleges of agriculture and experiment stations are being asked to supply experts to speak on the subject of feedingstuffs for domestic animals and poultry, and the subjects of manufacture and distribution will also be covered by general discussions and addresses.

The St. Louis members have spared no expense in making the entertainment feature of the convention a success, and this will include a baseball game, banquet and cabaret.

Feedstuffs Movement in April

Receipts and shipments of feedstuffs at the various markets during April, 1915, compared with April, 1914, were as follows:

	Receipts.		Shipments.	
	1915.	1914.	1915.	1914.
Chicago, lbs.	35,135,000	67,762,000	72,494,000	59,387,000
St. Louis, bags	90,140	15,560	84,990	47,520
Milwaukee, tons	15,305	11,360	24,871	12,218
Minneapolis, tons	3,440	6,064	41,448	50,136
San Francisco, tons	999	969	.....	.....
Kansas City, tons	760	1,240	16,780	8,980

Changes in Rates.

(Concluded From Page 670.)

C. G. W. in 53-E quotes rates on grain and grain products from St. Joseph, Mo., Leavenworth, Kansas City, Kan., Kansas City, Mo., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Newport News and Norfolk, Va., when for export, effective May 12.

C. St. P. M. & O. quotes a rate of 12c on grain and flaxseed between Vallee, Wis.; and stations taking same rate as St. Paul, Minn.; 10c between Eau Claire, Wis., and same stations; and 12.5c between Duluth, Minn.; and Ashland, Wis., effective May 25.

C. I. & L. in Sup. 11 to 4058-A quotes rates on grain and grain products from Chicago, Pullman Jct., South Deering, Ill., and Hammond, Ind., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in eastern states and Canada, effective May 22.

C. I. & L. in Sup. 11 to 4755-A quotes rates on grain and grain products from Chicago, Pullman Jct., South Deering, Ill., and Hammond, Ind., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in the eastern states and Canada, effective May 22.

Santa Fe quotes an export rate of 23.95c on wheat and 20.95c on corn from Sulphur, Okla.; to Galveston, Port Boliver and Texas City, Tex.; 38.2c on wheat and 35.2c on corn from Beta, Colo.; to same points; and 37.2c on wheat and 34.2c on corn from Lamar, Colo.; to same points, effective May 26.

The Hess Drier for 1915

isfully described and illustrated in a brand new booklet, just from the printers. Better ask for one and get posted on the last word in grain drying.

We accompany it with a smaller booklet of opinions by many users of HESS and other driers. Their experience is valuable to the man who has trouble in deciding what drier to buy. Our list of satisfied customers is longer than those of all competitors combined.

HESS WARMING & VENTILATING CO.

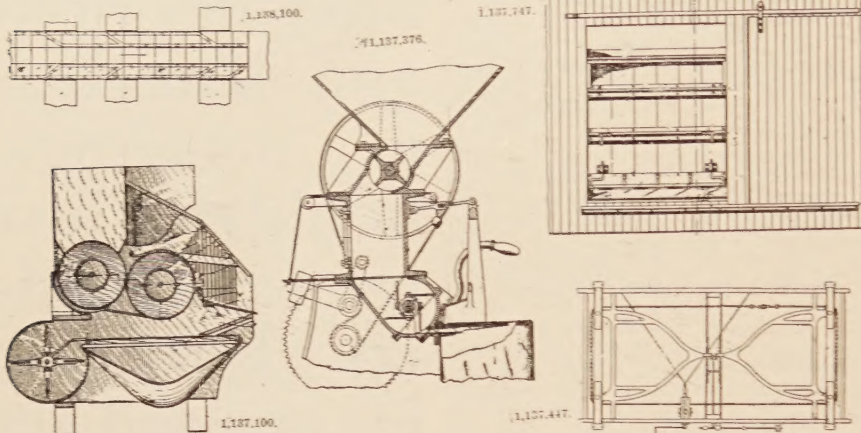
907 Tacoma Building, CHICAGO

Hess out-of-door conditioners cost nothing to operate—little to install—and save their cost in a short time.

Patents Granted

• Conveyor. No. 1,138,100. (See cut.) Ernest L. Gale, Jr., Yonkers, N. Y. A three-way discharge conveyor comprises means for discharging objects conveyed to both sides of the conveyor and longitudinally at its end. A trackway forms an upper and lower runway for the conveyor.

Corn Sheller. No. 1,137,100. (See cut.) William Watts, Jackson, Mich. A plurality



of teeth are rotatably mounted inside a cylinder and are surrounded by a jacket with perforated bottom. The whole is mounted in a casing which also houses a second cylinder, rotatably mounted and communicating with the first by means of openings in the sides of each. The cylinders are driven in opposite direction.

Grain Car Door. No. 1,137,747. (See cut.) George H. Fahrenbruch, Omaha, Neb. A door is mounted in frame, and arms extending across its face support a roller. A face plate is secured to the bottom rail of the frame and extends above the lower level of the door. Arms and roller are capable of upward and downward movement and pivoted turn buttons are adapted to securely hold the roller when in its downward position between the door and face plate.

Bagging Machine. No. 1,137,376. (See cut.) Adelmer M. Bates, Chicago, Ill., assignor to Bates Valve Bag Co., Chicago, Ill. A supply bin with mechanical feeding device at bottom discharges downwardly into a feed hopper and a propeller at the bottom of the hopper is operated in connection with the discharge tube leading from that hopper. Operation of the propeller and feeding device may be discontinued, automatically stopping the flow of feed.

Wagon Scale. No. 1,137,447. (See cut.) Martin E. Anderson, De Kalb, Ill., assignor to Jacob Haish Co., De Kalb, Ill. Bolsters are normally supported upon a main frame in which frame levers are pivoted. Frame levers are provided at outer ends with screws adapted to co-operate with bolsters, raising them from the frame. Weighing devices are operated on the frame and operatively connected with levers for simultaneously operating the screws and raising the bolsters.

I WOULD NOT CARE to be without the Grain Dealers Journal.—H. R. Sheldon, Hiawatha, Kan.

WE LIKE the Grain Dealers Journal. Keep on sending it.—Sullivan Elevator Co., Sullivan, Ill.

WE THINK the Grain Dealers Journal one of the best papers of its kind in existence.—F. M. Corbin, B. C. Christopher & Co., Kansas City, Mo.

Insurance Notes.

MILLERS NATIONAL INSURANCE Co. has had no elevator loss since March 25 of this year. Incidentally this was the date of the Journal's Fire Prevention Number.

R. S. DANFORTH of the inspection dept of the Millers National Ins. Co., Chicago, was married on May 8 to Miss Vivian N. Dinnie, Grand Forks, N. D., at the home of the bride.

POLICYHOLDERS of the Western Grain Dealers Mutual Fire Ins. Ass'n will be asked to vote on the question of changing the annual meeting of the ass'n from July to January, making the fiscal year also

the calendar year. The annual statement of Jan. 1, required by the state insurance dept would then be the annual statement to members of the ass'n.

CHICAGO'S ORDINANCE creating a Bureau of Fire Prevention and the ordinance seeking to require fire drills in certain classes of buildings, have been declared unconstitutional. The court held, in the case of Chicago v. P. F. Pettibone & Co., that a city cannot require any employer to train his employees to escape from fire by drills, this being too great a step in construing city powers.

A UNIFORM mutual insurance bill, known as H. B. 667, has been introduced into the Illinois legislature by W. S. Scanlan. The bill has been approved by the Nat'l Ass'n of Insurance Companies and the com'te of the Mutual Insurance Companies. The bill allows mutual companies to write any kind of insurance written by the stock concerns. The same bill has been passed at this year's session of the Indiana, South Carolina and Oklahoma legislatures.

NATIONAL FIRE PROTECTION ASS'N, at its 19th annual meeting to be held in New York, May 11 to 13, will adopt resolutions advocating the encouragement of fire resisting building construction by all states, cities and towns. The subdividing of all buildings by fire walls is considered important, regardless of the material used in construction. Automatic sprinklers are also recommended by the Ass'n and resolutions will be passed to encourage their wider use.

GRAIN DEALERS JOURNAL is a very good paper.—The Williams Bros. Co., Kent, O.

I DO NOT want to miss a single issue of the Grain Dealers Journal.—S. A. Muff, New Carlisle, O.

NAT'L ASS'N of Managers of Farmers Elevator Companies will hold its fourth annual convention at Minneapolis the second week in June.

Causes of Grain Elevator Fires.

In the Journal for Mar. 25th we gave a number of figures, carefully compiled by insurance statisticians, as to the causes of grain elevator fires, and herewith we are able to give the causes in 160 other grain elevator fires, which occurred during four years, 1911 to 1914 inclusive. These figures were compiled from the records of the Home Ins. Co., which has insured a great many grain elevators in the western states.

It would seem that the elevator owners are not co-operating earnestly in an effort to reduce the fire hazards of the elevator, as vice-president C. A. Ludlum writes: "Our experience has not been profitable. We have found it difficult or impossible, in some states, to avoid losing money on grain elevators at prevailing rates, notwithstanding the rather complete and adequate inspection service we secure from our field representatives."

The 160 fires suffered by this company during four years were credited to the following causes:

- 5 Defective or overheated stoves and stove pipes, \$204.00.
- 1 Steam and hot water pipes, \$4.00.
- 11 Friction of machinery, \$22,328.00.
- 7 Spontaneous combustion, \$22,523.00.
- 2 Electric wiring, dynamos, etc., \$982.00.
- 1 Ashes and cinders, \$284.00.
- 1 Gas, gas stoves, open lights, \$5,014.00.
- 1 Kerosene lamps and stoves, kerosene oil, \$512.00.
- 6 Accident, carelessness, \$3,445.00.
- 3 Cigars, pipes, matches.
- 18 Sparks from locomotives or chimneys, \$32,735.00.
- 42 Lightning, \$1,921.00.
- 1 Petroleum products other than kerosene, painters torch, tinner and plumbers fire pots, \$736.00.
- 2 Gasoline, gasoline stoves, \$505.00.
- 2 Exposures—special hazards, \$1,523.00.
- 8 Exposures—ordinary hazards, \$7,263.00.
- 3 Arson or incendiary, \$8,054.00.
- 5 Supposed incendiary, tramps, insane, inebriates, \$11,663.00.
- 41 Unknown or not ascertainable, \$77,225.00.

Books Received

NATURAL EDUCATION: If you have children and wish to read a stimulating book on how to educate them and play with them get "Natural Education" by Winifred Sackville Stoner. The author tells in a simple fascinating manner of the games she played with her little girl, each game educative and involving quick thought and speech. Mrs. Stoner's daughter spoke eight languages at five years of age, wrote articles for the magazines and yet was a healthy, playful, natural little girl. She is now the most talented 12-year-old in the United States, the author of ten books, the possessor of a college education and still a happy, healthy human child. The most interesting part of this tale is that Mrs. Stoner believes that any child can accomplish as much if properly guided and taught from the cradle. She believes there should be schools for parents rather than for children, and she shows how love combined with intelligence and ingenuity can make the dryest studies full of fun and value. Mrs. Stoner shows how Observation and Concentration should be developed, how the "little fairy, Intense Interest" led by "Imagination, mortal's greatest gift," can "make the pathway to knowledge one of joy for all children." Get the book for your wife or your friends with wee kiddies to rear. 12mo. Cloth \$1. The Bobbs-Merrill Co., Indianapolis, Ind.

The GRAIN DEALERS JOURNAL.

ORGANIZED 1902

TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

LUVERNE, MINN.

For rates, etc., address

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INCORPORATED 1877

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OHIO MILLERS MUTUAL FIRE INSURANCE CO. OF CANTON, OHIO.
PENNSYLVANIA MILLERS MUTUAL FIRE INS. CO. OF WILKES-BARRE, PA.
MILL OWNERS MUTUAL FIRE INSURANCE CO. OF DES MOINES, IA.
THE MILLERS MUTUAL FIRE INSURANCE CO. OF HARRISBURG, PA.
TEXAS MILLERS MUTUAL FIRE INSURANCE CO. OF FORT WORTH, TEXAS.
MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO. OF LANSING, MICH.
GRAIN DEALERS NATIONAL MUTUAL FIRE INS. CO. OF INDIANAPOLIS, IND.

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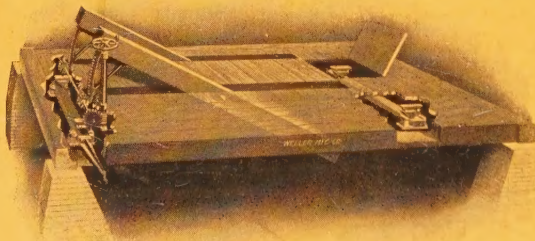
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